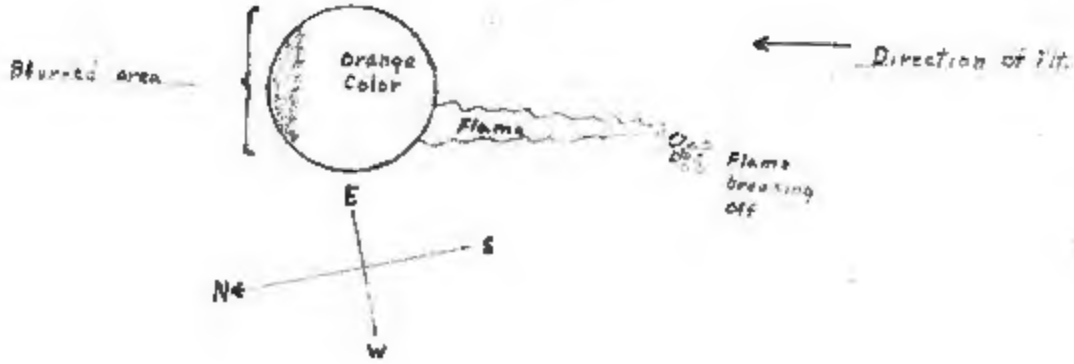
Oliver drawing copy



RESTRICTED

1st Ind MCIAID-3/[illegible]/ac

Hq AMC, Wright-Patterson Air Force Base, Wright Field, Ohio. 1 Nov 1948

TO: Commanding General, Hq Fifth Army, 1660 East Hyde Park Blvd, Chicago 15, Illinois

1. This office is engaged in a continuing investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with Army elements by Department of the Army letter dated 25 March 1948, subject: "Unconventional Aircraft".

2. It is requested that Intelligence Officer interview all available witnesses to the observations as reported by inclosure of basic letter and obtain detailed signed statements of the observed phenomena.

3. Enclosed are five (5) copies of "Essential Elements of Information" to aid the interviewing officers in obtaining data from the witnesses.

4. Investigation of the Fargo incident has been carried out by this Hq and therefore this item may be disregarded by your office.

5. All collected data should be forwarded directly to the Commanding General, Hq AMC Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAID-3.

FOR THE COMMANDING GENERAL:

AMD-3 file cy

2 incls
1. N/C
2. "XM" - 5 cys

M. M. McKOY
Colonel, USAF
Chief, Intelligence Department

RESTRICTED

RESTRICTED

HEADQUARTERS FIFTH ARMY
1660 East Hyde Park Blvd
Chicago 15, Illinois

25 October 1948

AIFOR-I

SUBJECT: "Reported Flying Disc"

TO: Commanding General
Air Material Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: MCI

1. Attached herewith is a copy of a newspaper clipping from the Minneapolis Morning Tribune dated 21 October 1948, on so called "flying discs."

2. No further investigation is being conducted by this Headquarters.

FOR THE COMMANDING GENERAL:

Incl
As stated above

PRENTICE G. MORGAN
Major, GSC
Chief, Intelligence Division
Office of AC of S, G-2

RESTRICTED INCIDENT NO 185

CONFIDENTIAL

Mpls. Star Tribune
20 October 1948

SIGHT SEE "BALLS OF FIRE" DUCK! IT'S THOSE SUCCERS AGAIN

A red ball of fire, which left a trail of smoke and burning particles, was seen floating northward across the Minneapo is sky Wednesday morning by a man who said he was stone sober.

And in two other Upper Midwest points, variations of the familiar "flying saucers" were reported.

At Rin sa, Minnesota, Paul Zenk and Dr. F. T. Benoit said they saw a slowly traveling object which broke up into numerous bright particles over the town at 6 a.m. yesterday.

25 FEET LONG

They said it was about 25 feet long and eight feet wide and appeared to be "a bunch of sparks with a tail."

An Aberdeen, S.D., hunter said he saw red and green lights north of Britton, S.D., early yesterday morning high in the eastern sky. The lights seemed to dart into a cloud bank and plummet to earth, he said.

The Marshall county sheriff, however, said there had been no reports of plane crashes or anything else hitting the ground in the Britton vicinity.

A farm woman near Aberdeen said she was up early doing chores, when she noticed what she believed to be a comet shoot across the sky and disappear into the earth.

Apparently the same object was reported over Aberdeen, S.D., by Jack Taylor, Northwest Airlines pilot from Seattle, Wash. Taylor said he sighted a red ball, trailing fire, moving very fast from south to north a few minutes before 6 a.m.

ALL SAW IT AT 6 A.M.

Although the communities in which the mysterious lights were sighted are many miles apart, there was an almost identical agreement on the hour--around 6 a.m. yesterday.

Lawrence A. Hansen, 1498 No. Albert Street, St. Paul, noticed a "ball of fire" in the eastern sky as he parked his car in downtown Minneapolis a few minutes before 6 a.m.

Harold Oliver, a postoffice employe, who lives at 2929 Thirteenth Avenue So., was waiting for a streetcar with a companion about 5:45 a.m. when both saw "A big ball of fire." "It was some distance away, moving slowly and appeared to be looking fire," Oliver said.

Three weeks ago a Fargo, N.D., pilot engaged in a dogfight with a mysterious flying missile, his unsuccessfulpursuit of the swiftly moving object was witnessed by another pilot and two airport tower operators.

CONFIDENTIAL

INCIDENT NO 114

CONFIDENTIAL

COPIES OF CLIPPINGS FROM THE FOLLOWING TWIN CITIES NEWSPAPERS:

St. Paul Despatch
20 October 1948

MORE "WHAT-IS-IT" CALLS HERE--NEW SKY OBJECT INTRIGUES

An object in the sky, traveling rapidly from the southwest to the northeast, caused much comment and many telephone calls today.

Residents in both St. Paul and Minneapolis reported seeing it, and while it is believed to be some sort of test balloon no balloons were reported aloft by General Mills, which has been conducting tests, or the Weather bureau.

One woman reported it looked like some astronomical display but Willem J. Luyten, professor of astronomy at the University of Minn sota, who said he had received many telephone calls about it, expressed the opinion it was a balloon. Some observers said it looked more like a skyrocket and was traveling too fast for a balloon.

Mpls. Morning Tribune
21 October 1948

"SAUCERS" COME BACK; SIX SEE BALLS OF FIRE

A red ball of fire, which left a trail of smoke and burning particles, was seen floating northward across the Minneapolis sky Wednesday morning by a man who said he was stone sober.

And in two other Upper Midwest points, variations of the familiar "flying saucers" were reported.

At Winona, Minnesota., Paul Zenk and Dr. F. T. Benoit said they saw a slowly traveling object which broke up into numerous bright particles over the town at 6 a.m. yesterday.

25 FEET LONG

They said it was about 25 feet long and eight feet wide and appeared to be "a bunch of sparks with a tail."

An Aberdeen, S.D., hunter said he saw red and green lights north of Britton, S.D., early yesterday morning high in the eastern sky. The lights seemed to dart into a cloud bank and plummet to earth, he said.

The Marshall county sheriff, however, said there had been no reports of plane crashes or anything else hitting the ground in the Britton vicinity.

A farm woman near Aberdeen said she was up early doing chores, when she noticed what she believed to be a comet shoot across the sky and disappear into the earth.

CONFIDENTIAL

CONFIDENTIAL NO 165

10-628

MESSAGEFORM

MESSAGE CENTER NO.	TRANSMITTING MEANS	CRYPTOGRAPH OR CLEAR TEXT

CALLS	NO. SER. NO.	PRECEDENCE	TRANSMISSION INSTRUCTIONS	ORIGINATOR	DATE-TIME GROUP
	NR				

ACTION	INFORMATION	EXEMPT	OPERATING SIGNALS	GROUP COUNT
				88

SPACE ABOVE FOR SIGNAL CENTER ONLY

FROM: (Originator) OC FIFTH ARMY CHICAGO ILL 5-2256

ACTION TO: COMGENWRIGHT-PATTERSON AFB DAYTON OHIO

AIR MAIL

INFORMATION TO: DIRECTOR OF INTELLIGENCE USUSA

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR ACTION: ROUTINE

PRECEDENCE FOR INFORMATION:

☑ ORIGINAL MESSAGE

REFERS TO ANOTHER MESSAGE — IDENTIFICATION: CLASSIFICATION:

MULTIPLE ADDRESS

FOR MGI FROM ALFGF-I 71057

1AX0-3

MINNEAPOLIS MORNING TRIBUNE OF 21 OCTOBER REPORTED THE SIGHTING OF A RED BALL WITH A TRAIL OF SMOKE AND BURNING PARTICLES BY PERSONS AT WINONA MINNESOTA OMA BRITTON SOUTH DAKOTA OMA ABERDEEN S D AND ST PAUL AT 0600 ON 20 OCTOBER PD A COPY OF NEWSPAPER CLIPPING BEING FORWARDED BY AIRMAIL PD NOTHING IN THIS REPORT INDICATES GREATER VALIDITY THAN REPORTS OF PREVIOUS SIGHTINGS PROVED GROUNDLESS

Regular Army

SECURITY CLASSIFICATION: UNCLASSIFIED

AUTHORIZATION: SIGNATURE C W Davis; C. W. DAVIS; OFFICIAL TITLE CWO, USA, Asst. Adjutant General

ORIGINATING AGENCY: SYMBOL ALFGF-I Capt J.A.KJELLSTROM EXT 702; DATE-TIME GROUP 222245Z Oct 48

PAGE 1 OF 1

WD AGO FORM 11-168 This form supersedes WD AGO Form 11-168, 28 Aug 44, and WD AGO Form 501, 12 Mar 43, which are obsolete.

PRINTING 165

Incident # 185

Incident 186

INCIDENT SUMMARY SHEET

Incident No. 186

1. Date and Time of Observation: 16 Oct 1948 1145 in the morning

2. Where Sighted: 1 mile south and ½ miles due east of Sterling, Utah

3. Observer's Position: ground - from mountain ridge at 9,000 ft
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr Fred Nash, 20 East Crystal, Salt Lake City, Utah

5. Occupation and/or hobbies: Used car dealer and airplane mechanic
Member of Latter Day Saints Church (did missionary work in Hawaii)

6. Attention Attracted by: sound of throbbing noise

7. Number of Object(s) Seen: 1

8. Size of Object(s): 9 inches long, 6 inches wide and 3 inches thick

9. Color of Object(s): silver and black (silver stripe running down the center of the underside) See drwg.

10. Shape (Sketch if Possible) similar to a flat football

11. Nature of Luminosity: N/A
(directed beam of light?)

12. Altitude of Object: 500 ft overhead
(estimated)

13. Estimated Distance of Object from Observer: 500 ft

14. Estimated Speed of Object: 300 mph

15. Time in Sight: 4 seconds or longer

16. Tactics: horizontal flight

17. Sound Made by Object(s): throbbing noise or steady purr

18. Direction of Flight of Object(s) north and a little west (in general direction of Salt Lake City, Utah)

19. Apparent Construction: N/A

20. Effect on Clouds: no clouds in the sky

21. Exhaust Trail (Color of): no visible sign of exhaust; however, an opening could be seen in the center of the object from the rear.

22. Manner of Disappearance: N/A

23. Weather Conditions at Time of Sighting: calm with no clouds in the sky

24. Peculiarities Noted:

25. Summary of Incident: (over)
(See attached page)

Incident: 186

While Mr Nash was hunting for deer on the morning of the 16 Oct 48 he heard a throbbing noise or steady purr. Upon looking up he saw an object resembling a flattened football some 500 feet directly overhead. The object was silver and black, a silver stripe down the center (from front to rear) and on both sides of th a center the object was black. It appeared about 9 inches long, 6 inches wide and 3 inches thick and was traveling in a straight line in a northerly direction a little to the west toward Salt Lake City, Utah, at an estimated rate of 300 mph. There was no visible sign of exhaust but from the rear an opening could be seen in the center. Mr Nash thought he saw a movement like a "paddlewheel". The object sounded as it it were jet propelled and seemed to be driven from the rear. Mr Nash stated the sound wasn't like that of an aircraft engine nor any type gasoline engine, although there was a definite throb or "put", "put", "put". He said if it were a gasoline engine, it was muffled. It made a sound of steady clicking, like a "shirt tail flapping in the wind." He thought the clicking might have been a camera. The object was in sight approximately 4 seconds or longer.

NOTE: Character investigation of Mr Fred Nash seems to indicate reliability. He is a Used car dealer and an airplane mechanic and is in business for himself. Nash is a member in good standing of the Latter Day Saints Church (Mormon) having done foreign missionary work in Hawaii.

While Mr Nash claims to have excellent eyesight, his estimation of distances was found to be faulty - Agent asked Nash how high he thought a certain tree was - Nash stated that it was "over one hundred feet high." Agent estimated the tree to be about 40 feet high as compared to a power pole which towered above it.

INCIDENT NO 186

AFOIS-CO-5

1st Ind

Dept. of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio

Forwarded as a matter pertaining to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

ROBERT TAYLOR 3rd
Colonel, USAF
Chief, Collection Branch
Air Intelligence Requirements Division
Directorate of Intelligence

Incl:
n/a

INCIDENT NO 156

CONFIDENTIAL

SD-OSI/JWF/bm

SD 24-4

23 December 1948

SUBJECT: PROJECT "SIGN"

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: Captain [redacted], MCLAND-3

1. Reference is made to letter from your office, dated 1 November 1948, subject as above, in which investigation of aerial phenomena at Salt Lake City, Utah, was requested.

2. Inclosed is Report of Investigation, dated 13 December 1948, by Special Agent LEO M. CHRISTIANSON, 16th District OSI (IG), HILL AFB, Utah, in duplicate.

1 Incl
Rpt of Inv, dtd 13 Dec 48
(in dup)

H. E. GIBSON
Colonel, USAF
Acting District Commander

CONFIDENTIAL

NO DENT NO 186

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 47-4	DATE 23 December 1948
REPORT MADE BY S/A LEO M. [illegible]	
REPORT MADE AT 16th OSI District (IG), Hill AFB, Utah	
PERIOD 18 November - 7 December 1948	
OFFICE OF ORIGIN MCIAID, Hqs, ARC, Wright-Patterson AFB, Ohio	
STATUS [illegible]	

TITLE

PROJECT "SIGN"

CHARACTER

Miscellaneous

REFERENCE

Ltr, Hq, ARC, File MCIAID-3, dtd 1 Nov 48, subj: Project "SIGN"

SYNOPSIS

This investigation was predicated upon the request of the Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, THRU the Commanding General, Ogden Air Material Area, Hill Air Force Base, Hill Field, Utah.

Mr. Fred Bush, 20 Crystal Avenue, Salt Lake City, Utah, was interviewed in reference to the sighting of a strange flying object. Mr. Bush sighted an object nine (9) inches long, six (6) inches wide and three (3) inches thick, traveling in a northerly direction toward Salt Lake City, Utah, at an estimated rate of three hundred (300) miles per hour on 16 October 1948. Mr. Bush was in the mountains on a deer hunting trip when he sighted this object.

Details and Exhibits are made a part of this report.

DISTRIBUTION		ACTION COPY FORWARDED TO
OS, ARC (Action)	2	OS, ARC
OS, OCAMR	1	Wright-Patterson AFB, Ohio
FBI, Salt Lake City	1	THRU: District Commander
CIO, Salt Lake City	1	5th OSI District (IG)
Hqs OSI	2	Wright-Patterson AFB
IG #5	1	Dayton, Ohio
16 OSI file	1	

APPROVED

FRANK B. [illegible]
Captain, USAF

FILE STAMP

NT NO [illegible]

CONFIDENTIAL

AFSP FORM 4
23 JULY 48

16 OCT 1948

DETAILS:

1. This investigation was predicated upon the request of the Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, THRU the Commanding General, Ogden Air Material Area, Hill Air Force Base, Hill Field, Utah.

AT SALT LAKE CITY, UTAH:

2. This agent interviewed Mr. FRED HALL, 30 East Crystal, Salt Lake City, Utah, on 18 November 1948, in reference to Mr. HALL sighting an unknown object flying through the air in the direction of Salt Lake City, Utah at 1145, the morning of 16 October 1948. A signed statement by Mr. HALL is attached (Exhibit "A").

3. Mr. HALL stated that while he was a member of a deer hunting party, approximately one (1) mile south and eight (8) miles east of Sterling, Utah, he saw what he thought to be a "flying disc" going at the rate of 300 mph. This object was going north and a little west in the direction of Salt Lake City, Utah.

4. Mr. HALL was on a mountain ridge approximately 9000 feet above sea level and the object he saw passed less than 500 feet over his head. The object was in HALL'S sight only a few seconds.

AGENT'S NOTE: Sterling is located on U.S. Highway 89, in the state of Utah, approximately 150 miles south of Salt Lake City, Utah.

5. HALL stated that the object resembled a flat football. It was 9 inches long, 6 inches wide and 3 inches thick, "and could have been bigger." There was no evidence of exhaust but the sound was a "throbbing noise or steady purr." (See sketch, Exhibit "B".) It was this sound that first attracted Mr. HALL'S attention to the object. Mr. HALL thought he caught sight of a movement like "a paddleboard."

6. The weather was calm and there were no clouds in the sky.

7. There was no visible sign of exhaust but from the rear, however, an opening could be seen in the center. The object was silver and black, a silver strip down the center (from front to rear) and on both sides of the silver strip the object was black. Mr. HALL saw that part which is exhibited in the sketch (Exhibit "B").

AGENT'S NOTE: Mr. HALL stated that from where he was standing when he sighted the object he saw nine (9) deer a few minutes later. This point was brought out by Mr. HALL to show that his eyesight was good. This agent then asked Mr. HALL how high he thought a certain tree was which was growing in front of Mr. HALL'S place of business. Mr. HALL stated that it was "over one hundred feet high." This agent estimated the tree to be about forty feet high, comparing it to a power pole which towered above it.

16 OSI 47-2

DETAILS (Cont'd):

[redacted]

3. Mr. FRED HASE was born 11 October 1921 and his occupation is Used Car Dealer and airplane mechanic, his place of business is 3600 So. Main Street, Salt Lake City, Utah. Mr. HASE is [redacted].

a. HASE is a member, in good standing, of the Latter Day Saints Church (Mormon) having done foreign missionary work in Hawaii. This information was obtained from Church records, Bishopric Building, Salt Lake City, Utah.

b. A search of local Law Enforcement Agencies' records revealed no record of HASE.

c. When HASE returned to camp from hunting, the evening of 16 October 1948, he told his companions about what he had seen. It was then suggested by Mr. W.R. HASE, Sr., that the matter be reported, but Mr. FRED HASE was reluctant to do so because he felt that "people would laugh at him." HASE finally consented to report the incident and upon his return to Salt Lake City he telephoned the Deseret News, a statewide daily newspaper, but they did not publish the story.

d. According to Mr. HASE, the telephone call to the Deseret News was the only phone call he made and the only report he made of the matter. HASE did not know to whom he spoke at the newspaper office.

Interview with Mr. W.R. HASE, Senior

4. On 18 November 1948 this agent interviewed Mr. W.R. HASE, Sr., father of Mr. FRED HASE, at his place of business at 1369 So. State Street, Salt Lake City, Utah.

a. HASE, Sr. stated that the first he or any other member of the hunting party knew of the object sighted was when FRED HASE returned to camp that evening. The only additional information HASE Sr. could add to the story was that his son had excellent eyesight and could sight deer in the brush that other members of the party would overlook. HASE Sr. emphasized that "he would have gladly given up half his hunting trip if he could have seen the object also."

AGENT'S NOTE: It was HASE Sr. that "talked" HASE into reporting the incident.

Enclosures:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND
FOR COMMANDING GENERAL, OGDEN AIR MATERIEL AREA
FSI, Salt Lake City, Utah
OSI, Salt Lake City, Utah
Headquarters, OSI
HQ USAF, WRIGHT-PATTERSON AIR FORCE BASE
HQ USAF, BOLLING AIR FORCE BASE

INCIDENT NO 186

16 SEP 47-2

Enclosures (Cont'd):

1. Certified True Copy of statement of Mr. FRED HAGE (Exhibit "A")

2. Photostatic copy of sketch copied from one drawn by Mr. FRED HAGE (Exhibit "B")

RETURNED UPON COMPLETION TO THE OFFICE OF ORIGIN

CONFIDENTIAL

[redacted]

Dec. 7, 1948.

Oct. 16,th at about 11:45 A.M. I set on top of a high mountain East & a bit south of Sterling Utah. Listening for Deer I heard a flittering Sound. about 500 feet up Stightely East of me I saw a fast moving (about 300 M.P.H. plus sign, question mark) object similar to a flat football - Blunt on the rear. Black on the Sides Silver or Gray in center from front to rear. I could see no exhaust as it passed toward Salt Lake City or possibly a little west of there. It did not vary a bit in speed, altitude, direction or sound.

3 of us split up 40 meer this point a while before so I was the only one who saw It. I also saw 9 Deer from the same spot, 4 had horns-only meve.

WITNESSED BY:

/s/ LEO M. CHRISTIANSON
S/A OSI 16th Dist.

/s/ FREDERICK M. TAYLOR
S/A OSI 16th District

/s/ FRED BASH
20 E Crystal Av.
Salt Lake City, Utah.

CERTIFIED TRUE COPY:

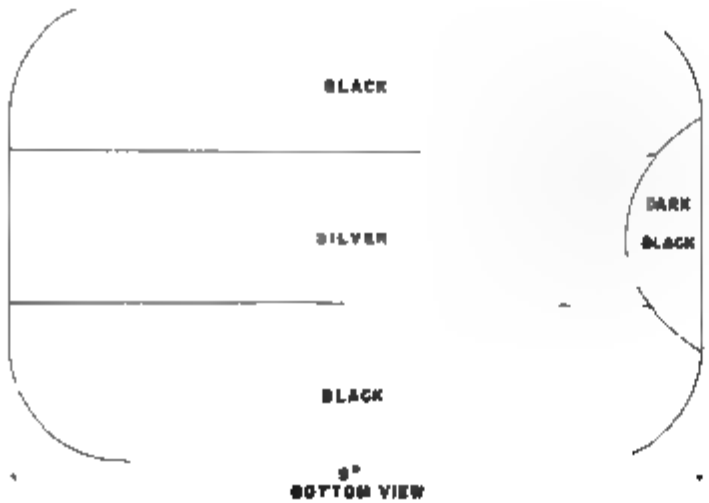
Pelham P. Burnett
PELHAM P. BURNETT
Captain, USAF
District Commander

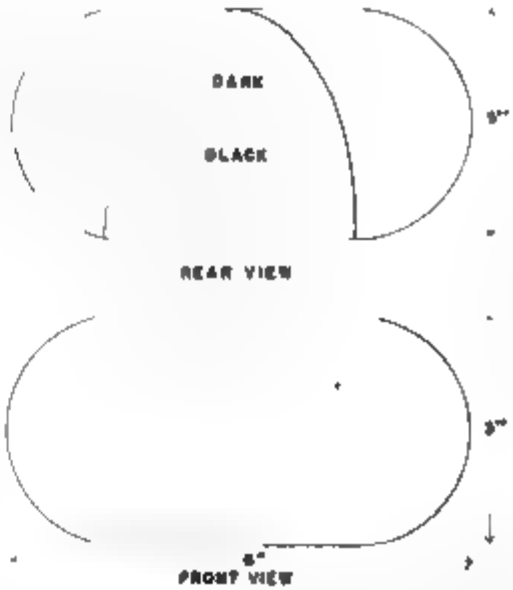
NO DENTONO 146

Exhibit "A"

CONFIDENTIAL

CONFIDENTIAL





Agent's note Sketch copied from one drawn by Mr Fred Nash, 20 Crystal Ave., *Salt Lake City, Utah*

Ex. B

Incident 186

Wright-Patterson AF Base
XXXXXXX

MCIAXD-3

Project "SIGN"

Commanding General
Ogden Air Materiel Area
Hill Air Force Base
Hill Field, Utah
ATTN: Base Intelligence Officer

1. Reference is made to OANA Utah incoming message 262252 to Wright-Patterson Air Force Base, regarding sighting of unidentified flying object.

2. It is requested that the Base Intelligence Officer initiate [redacted] investigation of the aerial phenomena observed by Mr. Fred Nash, 20 East Crystal Avenue, Salt Lake City, Utah, on 16 October 1948.

3. An "Essential Elements of Information" form is included to assist the interrogator in obtaining the information desired.

4. It is requested that a full report be expedited to Hq. Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXD-3.

BY COMMAND OF GENERAL McNARNEY:

1 Incl
"EEI"

W. R. CLEMENSMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department

INCIDENT NO 186

CONFIDENTIAL

OGAA 28 October 1948

SUBJECT: Report of Sighting of "Flying Discs"

TO: Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

1. The following report is submitted in accordance with ADC Letter 200-1, dated 1 August 1948, for your information: Mr. Fred Nash, 20 East Crystal Avenue, Salt Lake City, Utah, reported seeing a flat object flying through the sky on Saturday, 16 October 1948, about 11:45 A. M. He was deer hunting on a mountain east of Mayfield, Utah, on Highway 89, one mile south and five miles due east of Sterling, Utah. The mountain is west of Six-mile Canyon, near the top of Twelve-mile Canyon.

2. Mr. Nash reported that he was watching for deer when he heard a sound and then looked into the sky and saw the object, which he estimated was about five hundred feet directly overhead. He said that it looked like a flattened football, was black on the sides and the center was sort of silver or gray. There were two outside stripes which were apparently black. It appeared to be about nine inches long, and sounded as if it were jet propelled and seemed to be driven from the rear end. Mr. Nash, who is an airplane mechanic, said it didn't sound like an aircraft engine nor any type of gasoline engine, although there was definitely a throb or a "put, put, put." He said if it were a gasoline engine, it was muffled. It made a sound of steady clicking, like a shirt tail flapping in the wind and was traveling at high speed. He said the clicking might have been a camera.

3. The object was within his scope of vision for approximately four seconds or longer and was headed north or a little northwest, toward the general direction of Salt Lake City. The object continued in a straight line neither veering to the right nor to the left. Mr. Nash insisted that it definitely was not imagination. He said he was waiting and watching for deer and that he heard the object before he saw it.

FOR THE COMMANDING GENERAL:

JOHN W. DOWNS
Captain, USAF
Actg Adjutant General

Cc: Air Defense Command
Fourth Air Force
Hamilton AFB, Calif

NO 186

CONFIDENTIAL

48-674

SECRET

184

From OOAMA Utah 262215Z

To Wright Patterson Air Force Base
Attention: ANC MCIAMD-3

00-116.

FRED BASH, 20 EAST CRYSTAL AVENUE, SALT LAKE CITY REPORTING SEEING FLAT OBJECT FLYING ~~XXXXXXX~~ THROUGH SKY OVER MOUNTIANS EAST OF MAYFIELD UTAH 16 October 1948

Incident: 186

SECRET

2-70376
T-70376

Incident 186

INCIDENT SUMMARY SHEET

Incident No. 187

1. Date and Time of Observation: Aug 19, 1948 at 1050 Eastern

2. Where Sighted: Godman AF Base, Ky

3. Observer's Position: Godman AF Base, Ky
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Lt Col John Waugh, Executive Officer Godman Field

5. Occupation and/or hobbies: Executive Officer, Godman Field

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): bright silver color - reflecting sun

10. Shape (Sketch if Possible) spherical

11. Nature of Luminosity: reflection of sunlight on silver
(directed beam of light?)

12. Altitude of Object: thought to be between 30,000 & 40,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: ~~Apparently stationary~~ Moving to the Southwest at scarcely discernible speed

15. Time in Sight: Approx 2 hours

16. Tactics: Seemed to appear stationary

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) Southwest

19. Apparent Construction: metallic

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Similarity of Altitude and Azimuth readings taken to that of Planet Venus

25. Summary of Incident: (over)

(See attached page)

Incident: 187

At 1050E, 19 Aug 1948, the Wright-Patterson Flight Service Center was notified by Lt Col John Waugh, Executive Officer, Godman AF Base, Ky, that an unidentified flying object was visible from the ground at Godman AFB. The object was ascertained to be at approximately 30,000 to 40,000 feet altitude, spherical in shape, bright silver color and giving off a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Ky, to observe the object. At 1132E a message received from Godman stated no change in elevation of the object and reported that it seemed to be moving southwest from Godman AFB at approximately 235° at an elevation of 60° from Godman AFB. The F-51 was flying at 30,000 to 35,000 ft at the time and could not locate the object. However, the object was visible from the ground with the naked eye and asimuth and elevation readings were being taken by theodolite every minute and the progress of the object was being charted. At 1219 E 19 Aug 1948 Maj Mitchel, Operations Officer at Godman AFB, notified Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information was given the Commanding Officer Godman AFB by Mr Moore, Head Astrologer, University of Louisville, Ky. This assumption was verified by MCI later the same day.

AMC Form No. 104 (Rev 20 Jul 47)

ROUTING AND RECORD SHEET — **RESTRICTED** — **AIR MATERIEL COMMAND**

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbol to designate addressee and addresser.

Note warning signal at bottom left of data. Remaining space is sufficient only for proper spacing of typewritten signature.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT: Godman Field Air Force Base Sightings - 7 Jan 1948 and 19 Aug 1948

TO: THRU: MCIAO
Attn: Mr. Money

FROM: MCIAXD-3

DATE: 8 Nov 48 COMMENT NO. 1

TO: MCIAT
Attn: Mr. Deyarmond

1. Re Sighting of 7 Jan 1948: Reference is made to your conversation with Capt Sneider on 19 October 1948 concerning your desire for a check on the position and visibility of Venus on 7 Jan 1948 between the hours of 1330 and 1350 as compared to the position of an unidentified aerial object.

2. A verbal report was rendered you at 1400 hours, the date of your request, to the effect that Venus was not visible at the date and time mentioned. Extracted versions of pertinent information follow:

a. Statement by 1st Lt Paul I. Orner, O-865766, Airways and Air Communications Service ATC, Detachment 733-5, Air Force Base Unit (103rd AACS Sq) confirms the fact that the weather station theodolite viewed and tracked the object; that the object was first seen at about 240° azimuth 8° elevation at 1400 hours, and that it disappeared from his view at about 250° at 1645 hrs.

b. A statement by Colonel Guy F. Hix, Commanding Officer, Headquarters, 315th Air Force Base Unit (Res Tng) Godman Field, Fort Knox, Kentucky, dated 9 Jan 1948, states that on or about 1445 hours the object was first sighted at 215° and that it could be plainly seen with the naked eye, was about 1/4 the size of a full moon, white in color and apparently stationary for 1-1/2 hours.

3. Comment No. 2 to R & R from MCREXB-44 to MCIAXD-3, dated 27 Oct 1948 states as follows:

Position of Venus Time - Local	Altitude	Azimuth
10:00	11° 00'	122°
10:30	16° 00'	127°
11:00	21° 00'	134°
11:30	24° 00'	140°
12:00	28° 00'	147°
12:30	31° 00'	154°
13:00	33° 00'	163°
13:30	35° 00'	171°
14:00	35° 00'	180°
14:30	34° 00'	188°
15:00	33° 00'	197°
21:15	32° 00'	200°

RESTRICTED

NC DENTING NO. 167

WHO: MCIAO — MCIAXD-3 — 8 Nov 1948 — 1
Attn: Mr. Money
TO: MCIAT
Attn: Mr. Deyarmond

RESTRICTED

b. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

c. Jupiter is the only other planet within ±90° of the sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

Time Local	Altitude	Azimuth
10:00	28° 00'	197°
10:30	26° 00'	204°
11:00	23° 00'	211°
11:30	20° 00'	217°
12:00	17° 00'	223°
12:30	13° 00'	228°

4. The evidence obtained from MCREXE44 conclusively proves that this object was not the planet Venus.

5. Sighting of 19 Aug 1948: Reference is now made to Incident No. 187 and to an inclosed copy of a report received 2 November 1948 pertaining to another sighting of an unidentified object at Godman Air Force Base on 19 August 1948. Evidence on this newest sighting seems to establish this object as being the planet Venus.

6. Readings taken at eight-minute intervals are as follows:

E. S. T.	Godman	MCREXE 44	Godman	MCREXE 44
	- AZIMUTH -		- ELEVATION	
10:26	206.3	210	69	68.7
10:34	212.2	214	67.1	67.8
10:42	217.4	219	66.8	66.9
10:50	222.2	223	65.4	65.8
10:58	226.5	226	63.9	64.8
11:06	230.5	230	62.3	63.7
11:14	233.9	233	60.7	62.6
11:22	237.2	236	59.0	61.5
11:30	239.8	239	57.6	60.
11:38	242.5	242	56.0	58.5
11:46	244.8	244	54.3	57.1
11:54	247.4	246	52.3	55.6
12:02	250.9	248	49.4	54.1
12:10	256.8	250	43.6	52.7
12:18	259.5		41.0	

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AMC Form No. 104 (Rev 20 Jul 47)

ROUTING AND RECORD SHEET

STRICT

MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbol to designate addressee and addressee.

Note warning (dated at lower left of form). Remember (date) is indicated only the proper spacing of typewritten signature.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT: Godman Field Air Force Base Sightings - 7 Jan 1948 and 19 Aug 1948

TO: ~~THRU: MCIAO~~
~~Attn: Mr. Money~~
TO: MCIAT
Attn: Mr. Deyarmond

FROM: MCIAXO-3 DATE: 8 Nov 48 COMMENT NO. 1

7. Attention is directed to attached inclosures. Your comments will be appreciated.

3 Incls:
1. Rpt of Unusual Incident
2. Memo dtd 24 Aug 48
3. Reading f/Godman taken 19 Aug 48

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

CAG/ew
Ex 6-5310
Bldg 288
P 202F

MCIAXO-3 MCIAT 10 Nov 48 2

It is apparent, from the data given above, that the object sighted at Godman Air Force Base on 7 January 1948 was not the planet Venus. Therefore, this sighting must be considered as unexplained.

3 Incls
n/c

A. B. DEYARMOND
Asst Deputy for Tech Analysis
Tech Intelligence Div
Intelligence Department

ABD/mb
6-6398
P 218B
B 288

RESTRICTED

INCIDENT NO 187

RESTRICTED

WRIGHT-PATTERSON FLIGHT SERVICE CENTER
[redacted] AIR FORCE BASE
DAYTON, OHIO
REPORT OF MENTAL INCIDENT

Unidentified Flying Object

At 1070R, 19 August 1948, the Wright-Patterson Flight Service Center was notified by Lt Colonel John Waugh, Executive Officer, Godman AF Base, Kentucky, via Plan 62 Interphone Network, that an Unidentified flying object was visible from the ground at Godman AFB. This object was ascertained to be at approximately 30,000 to 40,000 feet altitude, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Kentucky, to observe subject object and a report was to be forwarded to this Center when available.

At 1101R, 19 August 1948, the above information was relayed verbatim to the Commanding General AMC (MCI) and this Center informed them that all forthcoming information regarding subject unidentified flying object would be relayed to that office immediately upon receipt.

At 1130R, 19 August 1948, a message was received from Godman AFB, via Plan 62 Interphone Network, which stated that there was no change information of Subject object and it seemed to be moving southeast from Godman AFB at approximately 275°, at an elevation of 60° from Godman AFB. The F-51 was flying over Godman AFB at an altitude of 30,000 to 35,000 feet and at that time unable to locate subject object. The unidentified object was visible from the ground with the naked eye and azimuth and elevation readings were being taken by theodolite every minute and progress of subject object was being charted.

At 1200R, 19 August 1948, the above information was relayed verbatim to the Commanding General, AMC (MCI).

At 1215R, 19 August 1948, Major Mitchel, Operations Officer at Godman AFB, notified the Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information was given to the Commanding Officer, Godman AFB, by Mr. Moore, Head Astrologer, University of Louisville, Louisville, Kentucky.

At 1220R, 19 August 1948, this information was relayed to the Commanding General AMC, (MCI), and they requested that the azimuth and elevation readings which were obtained from Godman AFB be relayed to them in order to verify the assumption of Mr. Moore. This information was received from Godman AFB by Major De Armond E. Matthews and was delivered to Commanding General, AMC (MCI), who confirmed the assumption that the unidentified object was a planet Venus, due to the location, time, and speed of movement.

At 1240R, 19 August 1948, Major De Armond E. Matthews contacted Godman AFB, to see if any additional information was available and received a negative reply.

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COPY COPY COPY

28 August 195[illegible]

MEMO FOR COL. [illegible]

SUBJECT: Unidentified Flying Objects

The following message was telephoned by Major Mathews, 4-F Flight Service Center at 11:30, 29 August, Ext. 5-1107:

"An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 Eastern, 8-19-48, by Lt. Colonel John Waugh, Executive Office, Godman Air Force Base, Ky. This object was estimated to be 30,000 to 40,000 ft. high, spherical in shape, bright silver color, giving a bright reflection [illegible] sun. An F-51 was dispatched from Stanford AFB Ky to observe subject object and a report will be forwarded to Wright-Patterson Flight Service Center as soon as [illegible]."

Major Mathews said he would send us a confirming [illegible].

Mr. Bowerman was given this information.

On receipt of the above information, I immediately got in touch with Major Mathews and learned that another report had been received from Godman Field to the effect that there was no change in altitude, that the Azimuth reading was 235° and the apparent elevation, 60°. The next report at 12:30 stated that the object vanished at 246° 48' Azimuth and apparent altitude of 59° 31'. This information was immediately phoned to Mr. Brukner with the thought that it might be Venus. Mr. Brukner made a rough approximation of the whereabouts of Venus at that particular time and although there was a slight variation in figures, subsequent reports confirmed the fact that the object sighted was probably Venus. For example, the reported position of the object at 11:19 was 235° Azimuth, 59° elevation, whereas the computed position of Venus was 238° 55' Azimuth and 61° 35' elevation. At 11:50 the object was reported as 241° Azimuth 56.9 elevation whereas Venus at that time is approximately at 56° 17' and 244° 47'. The only other bright star in this area is Pollux, however, no check was made against its computed position since the Venus readings so closely approximated those of the reported object.

J.A.H.

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COPY COPY COPY

READING ON GERMAN FIELD SIGNPOST

19 August 1945

E.S.T.	AZIMUTH	ELEVATION
10:26	206.3	69
	212.2	67.1
	217.4	66.8
	222.2	65.4
	226.5	63.9
	230.5	62.3
	233.9	60.7
	237.2	59.0
	239.8	57.6
	242.5	56.0
	244.8	54.3
	247.4	52.3
	250.9	49.4
	256.8	43.6
	259.5	41.0

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NO DENT NO 167

ROUTING AND RECORD SHEET

AIR TECHNICAL SERVICE COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addresser and addressee.

Place initials of drafter and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

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SUBJECT: Report of Unusual Incident

TO: MCIAIO-3
ATTN: Mrs Wilkerson

FROM: TSXMF

DATE: 2 Nov 48

COMMENT NO. 1

Forwarded for your information is a copy of Report of Unusual Incident which occurred 19 August 1948.

FOR THE COMMANDING OFFICER:

1 Incl
Report of Unusual Incident

DE ARMOND E. MATTHEWS
Major, USAF
Deputy Commander

DEM/deg
5-1107
Bldg 206

RESTRICTED

ENTRY NO 167

(CONTINUE ON OTHER SIDE)

Inc. to #187

WRIGHT-PATTERSON FLIGHT SERVICE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

REPORT OF UNUSUAL INCIDENT

Unidentified Flying Object

At 1050E, 19 August 1948, the Wright-Patterson Flight Service Center was notified by Lt. Colonel John Waugh, Executive Officer, Godman AF Base, Kentucky, via Plan 62 Interphone Network, that an unidentified flying object was visible from the ground at Godman AFB. This object was ascertained to be at approximately 30,000 to 40,000 feet altitude, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Kentucky, to observe subject object and a report was to be forwarded to this Center when available.

At 1101E, 19 August 1948, the above information was relayed verbatim to the Commanding General AMC (MCI), and this Center informed them that all forthcoming information regarding subject unidentified flying object would be relayed to that office immediately upon receipt.

At 1132E, 19 August 1948, a message was received from Godman AFB, via Plan 62 Interphone Network, which stated that there was no change in elevation of subject object and it seemed to be moving southwest from Godman AFB at approximately 235°, at an elevation of 60° from Godman AFB. The F-51 was flying over Godman AFB at an altitude of 30,000 to 35,000 feet and at that time was unable to locate subject object. The unidentified object was visible from the ground with the naked eye and azmuth and elevation readings were being taken by theodolite every minute and progress of subject object was being charted.

At 1140E, 19 August 1948, the above information was relayed verbatim to the Commanding General, AMC (MCI).

At 1219E, 19 August 1948, Major Mitchel, Operations Officer at Godman AFB, notified the Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information was given to the Commanding Officer, Godman AFB, by Mr Moore, Head Astrologer, University of Louisville, Louisville, Kentucky.

At 1222E, 19 August 1948, this information was relayed to the Commanding General AMC, (MCI), and they requested that the azmuth and elevation readings which were obtained from Godman AFB be relayed to them in order to verify the assumption of Mr Moore. This information was received from Godman AFB by Major De Armond K. Matthews and was delivered to Commanding General, AMC (MCI), who confirmed the assumption that the unidentified object was the planet Venus, due to the location, time, and trend of movement.

At 1542E, 19 August 1948, Major De Armond K. Matthews contacted Godman AFB, to see if any additional information was available and received a negative reply.

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INCIDENT NO 187

MCIAIO-3

MCIAIO-3/RRS/ej
130148

Unidentified Aerial Object

Commanding Officer
Godman Air Force Base
Fort Knox, Kentucky

1. Receipt of the report of an unidentified aerial object on 19 August 1948 by personnel of your installation is acknowledged.

2. It is the desire of this Command to express appreciation for the efficient manner in which this report was accomplished.

FOR THE COMMANDING GENERAL:

M. M. McCUT
Colonel, USAF
Chief of Intelligence

Mr. Seymond 1210

The following message was given to Mr. Honaker's office by Major Mathews, Wright-Patterson Flight Service Center (ext. 51107), at 1130, 19 Aug 48:

An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 EST 19 Aug 48 by Lt Col John Waugh, Executive Officer, Godman AFB, Ky. This object was estimated to be 30,000 to 40,000 feet high, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Ky. to observe object, and a report will be forwarded to Wright-Patterson Flight Service Center as soon as available.

Mathews
Will send a confirmatory R&R.

2-9232

Nair Incidental

187

RESTRICTED

24 August 1948

MEMO FOR Col. McCoy

SUBJECT: Unidentified Flying Objects

The following message was telephoned by Major Mathews, W-P Flight Service Center at 11:30, 19 Aug 48, Ext. 5-1107:

"An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 Eastern, 8-19-48, by Lt. Colonel John Waugh, Executive Officer, Godman Air Force Base, Ky. This object was estimated to be 30,000 to 40,000 ft. high, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Staniford AFB Ky to observe subject object and a report will be forwarded to Wright-Patterson Flight Service Center as soon as available."

Major Mathews said he would send us a confirming R&R.

Mr. Deyarmond was given this information.

On receipt of the above information, I immediately got in touch with Major Mathews and learned that another report had been received from Godman Field to the effect that there was no change in altitude, that the Azmuth reading was 235° and the apparent elevation, 60°. The next report at 12:50 stated that the object was now at 24.6° 48' Azmuth and apparent altitude of 54° 51'. This information was immediately phoned to Mr. Brubaker with the thought that it might be Venus. Mr. Brubaker made a rough approximation of the whereabouts of Venus at that particular time and although there was a slight variation in figures, subsequent reports confirmed the fact that the object sighted was probably Venus. For example, the reported position of the object at 11:19 was 235° Azmuth, 59° elevation, whereas the computed position of Venus was 234° 53' Azmuth and 61° 35' elevation. At 11:50 the object was reported as 241° Azmuth 56.9 elevation whereas Venus at that time is approximately at 56° 17' and 244° 47'. The only other bright star in this area is Pollux, however, no check was made against its computed position since the Venus readings so closely approximated those of the reported object.

J. S. H.

RESTRICTED

Incident # 188

PROJECT "SIGN"
Action Slip

Refers to Newfoundland Incident No. 181

Location USAF Base - Labrador

Date & Time of Incident 29 Oct 48 - 0812-0819Z

Initially Reported To

Info Recorded On: McBee _____ Witness File ___ Incident File ✓ By [illegible]

Check & Initial: Check List ✓ Chart _____ Graph _____ By ___

Coordinated With: MCIAXO _____ MCIAO _____ MCI _____

Investigation Started: Type: Basic Data Date Initiated 3 Nov 48

Initial Investigation Report Rec'd MCIAXO-3 Date 2 Nov 48

Information Requests

1. To _____ 3. To _____
   Subject _____ Subject _____
   Date _____ Date _____

2. To _____ 4. To _____
   Subject _____ Subject _____
   Date _____ Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	
Reported to Washington By:					

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ___ Pending _____ Closed _____

[illegible] NO. [illegible] 185

1. Date of Observation 29 Oct 1948 Date of Interview

2. Exact time (local) 0822Z, for 4 minutes; 0819 for six minutes; & 0916Z for 4 minutes - total of 14 minutes in scope

3. Place of Observation Goose Bay, Labrador - approximately 2 miles from center of field

4. Position of observer ground GCA Scope

5. What attracted attention to object blip on scope

6. Number of objects 1 seen intermittently
Undetermined - Could have been 3 separate sightings of same object

7. Apparent size Size of normal craft

8. Color of object Object not seen - appeared in scope

9. Shape N/S

10. Altitude Could not be determined

11. [illegible] 170°; 090°; & 270°

12. Distance from observer 2 miles each time

13. Direction of flight of object 170° ; 090 to 270° in a wide arc; & 270°

14. [illegible] 1st blip: 4 minutes; 2d blip: 6 minutes; 3 blip: 4 minutes or a total of 14 minutes

15. Speed 25 to 30 mph

16. [illegible] none

17. [illegible] nothing could be seen due to darkness

18. [illegible] Nothing visible

19. [illegible] Nothing visible

20. [illegible] 1st blip: horizontal flight; 2d blip: moved in wide arc; 3d blip: horizontal flight

21. [illegible] 1st blip: faded from view; 2d blip: disappeared in ground clutter; 3d blip: Disappeared into ground clutter 1/2 mile fr [redacted]

22. Effect [illegible] N/S

23. [illegible] Radio Sonde had been released at 0900Z & 0900Z.

[illegible] Visibility 4 miles, indefinite ceiling 1500 ft overcast now at 1520Z

over)

Name and address of observer: FRANK D. [redacted], M/Sgt, 1952 AAOB Sq
Scoon Bay, APO 677, New York, and others (See below)
Occupation and hobbies: GCA Operator

Circumstances of Interrogator relative to intelligence the character of observer(s): All persons interrogated are either officers or former officers now in enlisted status. [redacted] character is of the best. M/Sgt [redacted] is a navigator and bombardier and his reliability is rated as excellent.

[redacted] First sighting occurred at 0812Z, 29 October 1948 when an unidentified object appeared on Ground Control Approach. Scope was approximately 2 miles from center of field on bearing of 170°. Object traveled about 2 miles and disappeared. No report on altitude determined. Estimated rate of speed was 25 - 30 MPH. GCA Operator had called in S/Sgt MESSINA, to verify his findings. Object again appeared at 0819Z and was observed by both Bourque and Messina. It remained in scope until 0825Z. At 0819Z the object appeared on a bearing of 090° and moved slowly in a wide arc to 270° and again disappeared. It reappeared at 0916Z east of the field on a heading of 270° about 2 miles distant from the field in perfect alignment with runway 27. It appeared the same as a plane at either extremely low or extremely high altitude. Object was very clear on the scope at all times. M/Sgt [redacted] & S/Sgt MESSINA remained in the unit keeping constant watch on Scopes 1 and 2. After about 4 minutes object faded from view into the ground clutter of the field. Plotting on base map indicates that object was in vicinity of Hamilton River at the time of the first spotting. Second spotting placed it in the immediate vicinity of Lake Melville and Dock Area. During the time the targets were noticed there were no aircraft in the air or ships or boats in the bay. The target was very clear though small.

NOTE: Radar PPI Scope Sketch seems to show some discrepancy when compared to statement as to direction of flight on the second sighting (0819Z)

[redacted] CHILLEFFE, S/Sgt, USAF, observed the blips while standing watch in the GCA Unit. He had been alerted by previous operator that unidentified blips were being observed at irregular intervals. He soon observed a small blip east of the field in the Lake Melville Area. He stated he observed as many as three blips at one time. There seemed to be no set course altho the speed of each blip was approx 30 MPH. Wind was checked and it was found that the blips traveled against and crosswind. Most of them were observed to the east and south of the field altho some were seen to the north and east. Attempts to observe the blips on precision elevation scope were unsuccessful. Exact times of CHILLEFFE'S observations are unknown but during his watch he observed six. He said he had observed unknown blips on one other occasion - while with S/Sgt MESSINA his attention was called to 2 objects SW of the field moving away. They disappeared at about 6 miles. One was a very strong target.

SECRET

Referring to our message
291600Z

1. Date of sighting - 29 October 1948.

2. Time of sighting - 0812Z

3. Where sighted:

a. Ground

(1) Goose Bay, Labrador
(2) Approximately two miles from centre of field on a bearing of 170°.

4. Number of objects - one.

5. Distance of object from observer - approximately two miles.

c. Altitude could not be determined.

6. Time in sight - approximately four minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft making an approach for landing.

d. (1) Estimated size - same as an aircraft at either extremely low or extremely high altitude.
(2) Same as 7d (1) above.

8. Direction of flight - 170°.

9. Tactics or maneuvers - Travelled in horizontal straight line.

10. Evidence of exhaust - Due to darkness, nothing could be seen.

11. Effect on clouds - Nothing visible.

12. Lights - Nothing visible.

13. Support - Nothing visible.

14. Propulsion - Not known.

15. Control and stability - Not known.

16. Air ducts - Not known.

17. Speed - Estimated from scope on PPI to be 25 to 30 MPH.

Incl #1

SECRET

187

T 70050

16. Sound - None

19. None

20. Manner of disappearance

b. Faded from view.

OBSERVER

1. Name - Frank D. Boerngen, S/Sgt., AF 15010919.

2. Address - 1932nd AACS Sq., Goose Bay, APO 677, New York.

3. Occupation - GCA Operator

4. Place of business - Goose Bay, Labrador

a. Employer - 1932nd AACS Sq., Goose Bay, APO 677, New York.

5. Hobbies - Photography, nine years.

a. Observer is Navigator and Bombardier.

6. Ability to determine

a. Color - good

b. Speed of moving objects - good

c. Size at distance - good

7. Reliability of observer - Excellent

a. Sources - Loyalty Check, favorable results, filed 4th Army Area, Fort Sam Houston, Texas, 23 September 1946. This will also reflect reliability of the Observer.

8. Notes relative to observer on

a. Sightings in general - good

b. Observer's attention was drawn to object while on GCA alert. The PPI scope was on and object appeared out of normal ground clutter same as an aircraft making an approach to the base.

9. Witnesses - Leon A. Messina, S/Sgt, AF 18301483

   a. Address - 1919th AACS Sq, Brookley AF Base, Mobile, Alabama.

   b. Occupation - GCA Operator

   c. Reliability - Good

10. All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best.

RADAR

1. Re radars now operating on ground

   a. Range - two miles from center of field.
      Speed - estimated 25 to 30 MPH.
      Altitude - could not be determined on PPI
      Size - Same as an aircraft

   b. Object did not turn.

GENERAL

1. Teletype sequences of local weather conditions.

   Oct 29 - 1520Z
   Indefinite ceiling, 1500 ft overcast, visibility 4, light continuous snow. Pressure 1020.3 millibars, temperature 34 degrees F., dew point 32. WSE - 7. Remarks, wet snow.

   Oct 29 - 1620Z
   Indefinite ceiling, 1500 ft overcast, lower broken clouds, visibility - 6, light continuous snow, pressure 1020.1, temperature 35 degrees F, dew point 33, NE - 3.

   Oct 29 - 1620Z - Special Report
   Indefinite ceiling, 1500 high overcast, lower broken clouds, visibility 10, SE - 3.

   Oct 29 - 1730Z
   Estimated 2500, high overcast, lower broken clouds, visibility 15, pressure 1019.4 millibars, temperature 38 degrees F, dew point 33, S - 4.

2. October 29 - 1500Z

Surface	040 degrees	7 MPH
1,000'	040 "	5 "
2,000'	310 "	7 "
3,000'	310 "	9 "
4,000'	310 "	10 "
5,000'	320 "	10 "
6,000'	340 "	10 "
7,000'	330 "	11 "
8,000'	320 "	14 "
9,000'	310 "	16 "
10,000'	310 "	17 "
12,000'	310 "	22 "
14,000'	310 "	19 "
16,000'	330 "	23 "
18,000'	330 "	25 "
20,000'	350 "	41 "
25,000'	350 "	50 "

3. Both USAF and RCAF Operations were contacted and there were no local flights in the area at the time.

4. Releases of testing devises by Weather Unit, this station, are as follows:

Date	Time Runs Taken	Height in Meters
Oct 29	0300Z Rawin	17,000
Oct 29	0900Z Rawin	5,950
Oct 29	1500Z Rawin	13,490
Oct 29	2100Z Rawin	13,980

5. It is not known if object contacted earth.

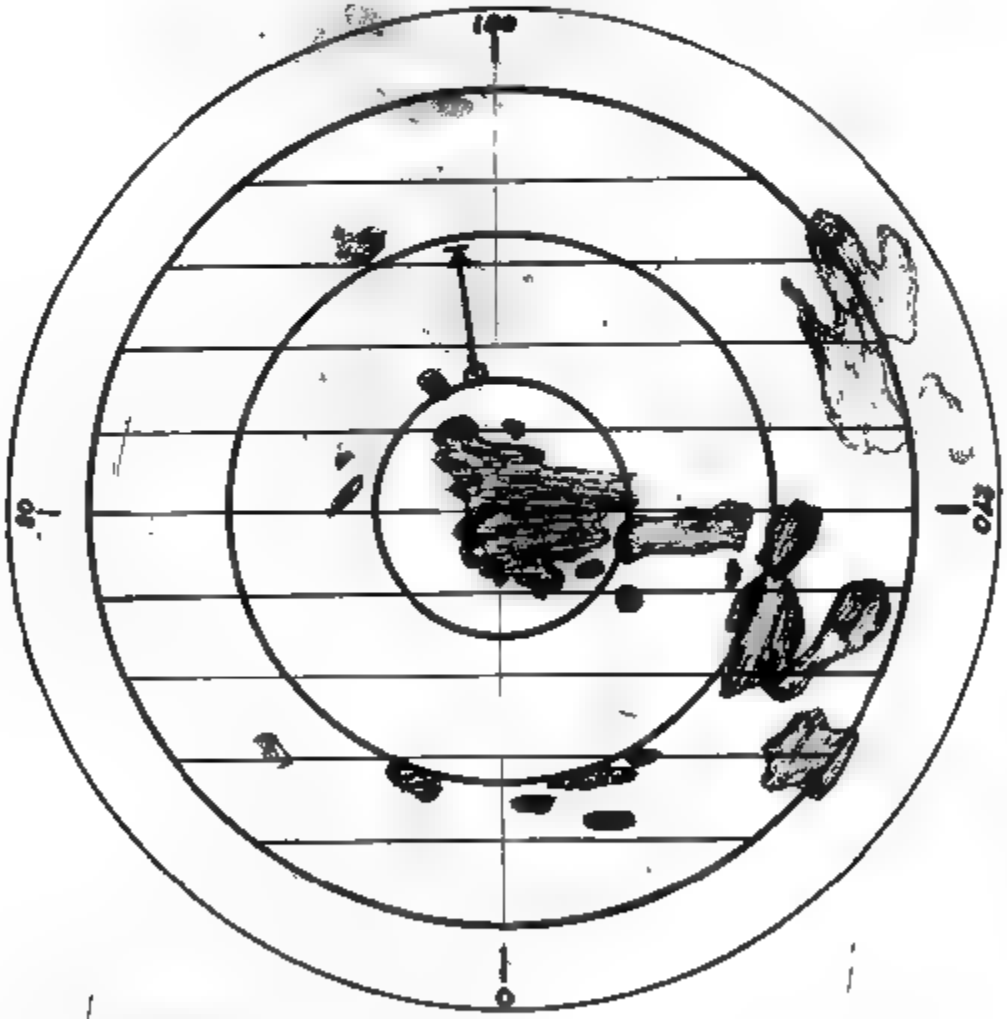
6. It is not known if object came sufficiently near other aircraft or known objects to check for possible radioactivity.

7. See sketch #1-A and #1-B attached.

8. Statement #1-C and 1-D attached.

9. It is not possible to obtain fragements or physical evidence of object.

SECRET



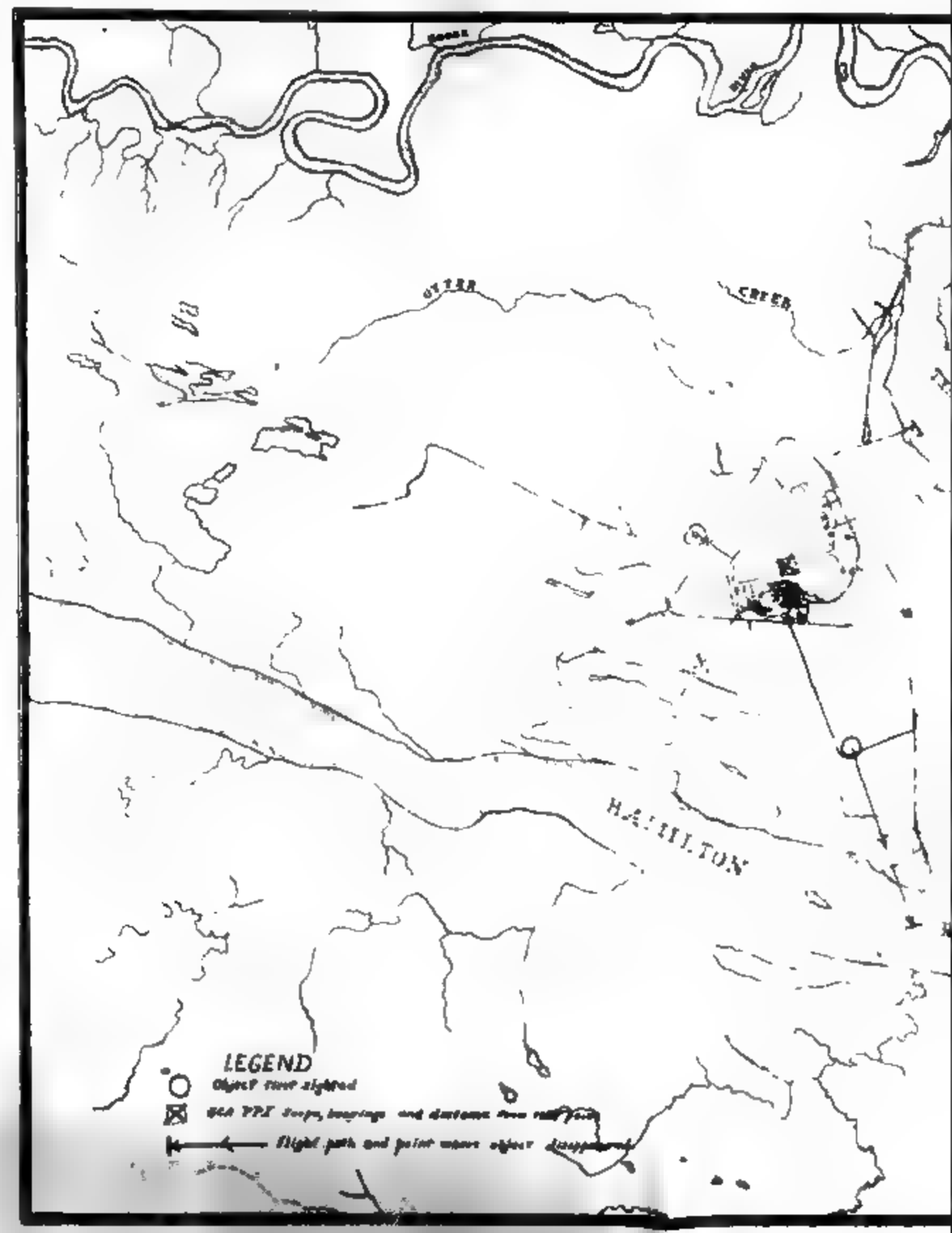
m 62252

PPI SCOPE
SKETCHED BY
E.R. JIRLES, CAPT USAF
Goose Bay, Labrador 10 JAN 49

*1-R

Shaded areas indicate normal ground clutter.

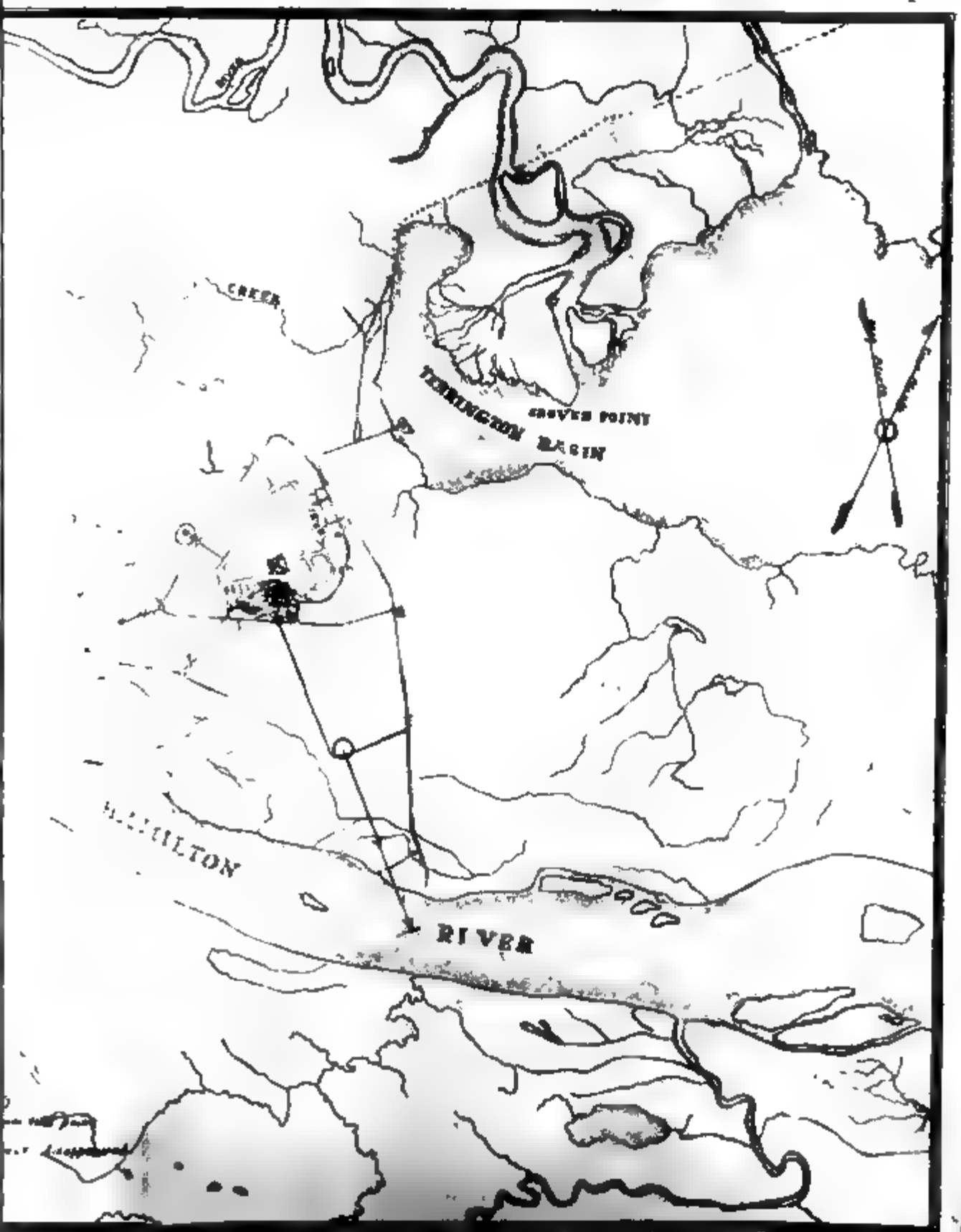
SECRET



GOOSE BAY
LABRADOR

#1-B

T 73352



GOOSE BAY
LABRADOR

#1-8

SECRET

S T A T E M E N T

11 January 1949

On 29 October 1948, GCA was standing twenty-four hour watches on the search scopes. I came on duty at 0800Z, 0400 local. At 0812Z I noticed a target on search scope #2. I checked #1 scope and it also showed a target. I then called Goose Tower and asked if there were any planes in the air. They gave me a negative reply.

I then called the GCA Shop and requested S/Sgt Messina to come out to the unit immediately. Upon his arrival, the target disappeared from the scope after a total time of about five minutes on the scopes. S/Sgt Messina remained in the unit and I checked in with the Air Police to have them check the dock and bay area for ships in the bay at that time. I then reported back to the unit.

I had just arrived at the unit when S/Sgt said that another target had just appeared on the scope. The time was then 0819Z. S/Sgt Messina remained on #1 search scope and I was on #2 scope. We followed this target until 0825 when it faded from view.

S/Sgt Messina and myself remained in the unit, keeping constant watch on both scopes . Again at 0916Z we sighted a target. After about four minutes (0920Z) it faded from view into the ground clutter of the field.

During the time that we noticed these targets there were no aircraft in the air or ships or boats in the bay. I do not know what caused these targets but the target that we saw was very clear though small.

Frank D Boerngen
FRANK D. BOERNGEN
M/Sgt, USAF

SECRET T 72059

#1-e

163

SECRET

S T A T E M E N T

11 January 1949

On the 29th October last I was standing watch in GCA Unit. I had been alerted by previous operator that unidentified blips were being observed at irregular intervals. I soon observed a small blip east of the field in the Lake Melville area. I notified the GCA shack and continued my observation. During my watch several blips were observed. I observed as many as three at one time. There seemed to be no set course although the speed of each blip was approximately thirty miles per hour. The wind was checked and it was found that they travelled upwind and crosswind. Most blips were observed to the east and south of the field, although some were seen to the north and west.

Attempts were made to observe the blips on the precision elevation scope but all were unsuccessful. The Air Police were also notified at the observance of the first blips by M/Sgt Boerngen and a check of the dock area was made but all ships were secured.

I observed unknown blips on one other occasion. Once with S/Sgt Messina my attention was called to two objects south west of the field moving away. They disappeared at about six miles. One of these was a very strong target.

The exact times of my observations are unknown but during my two hour watch six were seen.

Leon Chesleth

LEON CHESLETH
S/Sgt, USAF

SECRET

#1-D

188

SECRET

Referring to our message 291600Z

1. Date of sighting - 29 October 1946

2. Time of sighting - 0819Z

3. Where sighted:

   a. Ground

      (1) Goose Bay, Labrador
      (2) Approximately two miles from centre of field on a bearing of 090°.

4. Number of objects - one.

5. Distance of object from observer - Two miles when first observed.

   c. Altitude could not be determined.

6. Time in sight - Approximately six minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft making an approach for landing.

   d. (1) Same as an aircraft at either extremely low or high altitude.
      (2) Same as 7 above.

8. Direction of flight - From 090° to 270° in a wide arc, moved counter-clockwise on the scope.

9. Tactics or maneuvers - Moved in a wide arc at an estimated speed of about 25 to 30 MPH.

10. Evidence of exhaust - Due to darkness, nothing could be seen.

11. Effect on clouds - Nothing visible.

12. Lights - Nothing visible.

13. Support - Nothing visible.

14. Propulsion - Not known.

15. Control and stability - Not known.

16. Air ducts - Not known.

17. Speed - Estimated from scope on PPI to be 25 to 30 MPH.

SECRET

T 00252

16. Sound - None

19. None

20. Manner of disappearance

b. Disappeared from view into the ground clutter.

OBSERVER

1. Name - Frank D. Boerngen, M/Sgt, AF 15010919.

2. Address - 1932nd AACS Sq., Goose Bay, APO 677, New York.

3. Occupation - GCA Operator

4. Place of business - Goose Bay, Labrador

a. Employer - 1932nd AACS Sq., Goose Bay, APO 677, New York.

5. Hobbies - Photography, nine years.

a. Observer is Navigator and Bombardier.

6. Ability to determine

a. Color - good

b. Speed of moving objects - good.

c. Size at distance - good.

7. Reliability of observer - Excellent.

a. Sources - Loyalty Check, favorable results, filed 4th Army Area, Fort Sam Houston, Texas, 23 September 1946. This will also reflect reliability of the Observer.

8. Notes relative to observed on

a. Sightings in general - good.

b. Observer's attention was drawn to object while on GCA alert. The PPI scope was on and object appeared out of normal ground clutter same as an aircraft making an approach to the base.

9. Witnesses - Leon A. Messina, S/Sgt, AF 18301483.

   a. Address - 1919th AACS Sq, Brookley AF Base, Mobile, Alabama.

   b. Occupation - GCA Operator

   c. Reliability - Good.

10. All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best.

RADAR

1. Re radars now operating on ground

   a. Range - two miles from center of field.
      Speed - estimated 25 to 30 MPH.
      Altitude - could not be determined on PPI
      Size - same as an aircraft.

   b. Radius of turn put the object at a distance of two to three miles from the center of the field.

GENERAL

1. Teletype sequences of local weather conditions.

   Oct 29 - 1520Z
   Indefinite ceiling, 1500 ft overcast, visibility 4, light continuous snow. Pressure 1020.3 millibars, temperature 34 degrees F, dew point 32. ESE - 7. Remarks, wet snow.

   Oct 29 - 1620Z
   Indefinite ceiling, 1500 ft overcast, lower broken clouds, visibility - 6, light continuous snow, pressure 1020.1, temperature 35 degrees F, dew point 33, NE - 3.

   Oct 29 - 1628Z - Special Report
   Indefinite ceiling, 1500 hi h overcast, lower broken clouds, visibility 10, SE - 3.

   Oct 29 - 1730Z
   Estimated 2500, high overcast, lower broken clouds, visibility 15, pressure 1019.4 millibars, temperature 36 degrees F, dew point 33, S-4

T 72952

2. October 29 - 1500Z

Surface	040	degrees	7	KPH
1,000'	040	"	5	"
2,000'	310	"	7	"
3,000'	310	"	9	"
4,000'	310	"	10	"
5,000'	320	"	10	"
6,000'	340	"	10	"
7,000'	330	"	11	"
8,000'	320	"	14	"
9,000'	310	"	16	"
10,000'	310	"	17	"
12,000'	310	"	22	"
14,000'	310	"	19	"
16,000'	330	"	23	"
18,000'	350	"	25	"
20,000'	350	"	41	"
25,000'	350	"	50	"

3. Both USAF and RCAF Operations were contacted and there were no local flights in the area at the time.

4. Releases of testing devises by Weather Unit, this station, are as follows:

Date	Time Runs Taken	Height in Meters
Oct 29	0300Z Rawin	17,000
Oct 29	0900Z Rawin	5,850
Oct 29	1500Z Rawin	13,400
Oct 29	2100Z Rawin	13,960

5. It is not known if object contacted earth.

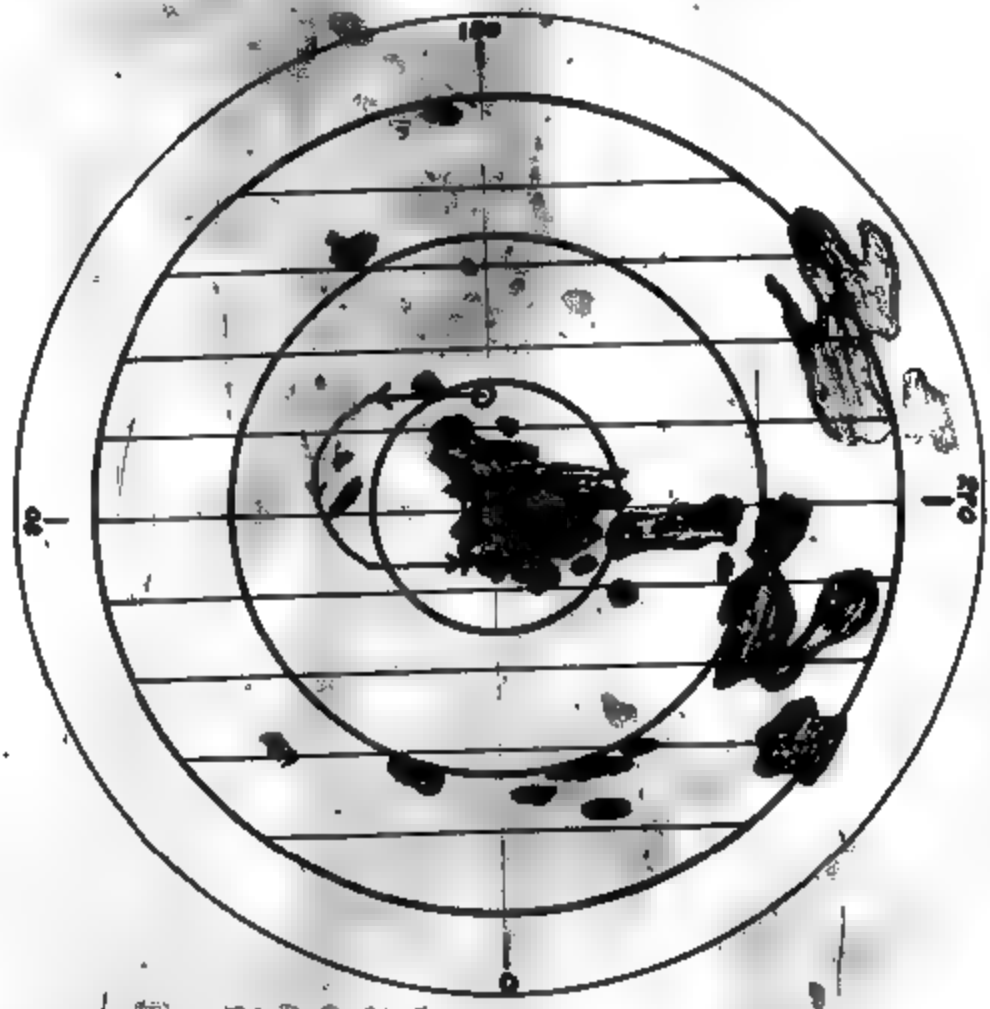
6. It is not known if object came sufficiently near other aircraft or known objects to check for possible radioactivity.

7. See sketch #2-A and #2-B attached.

8. Statement #1-C attached

9. It is not possible to obtain fragments or physical evidence of object.

SECRET



T 79352

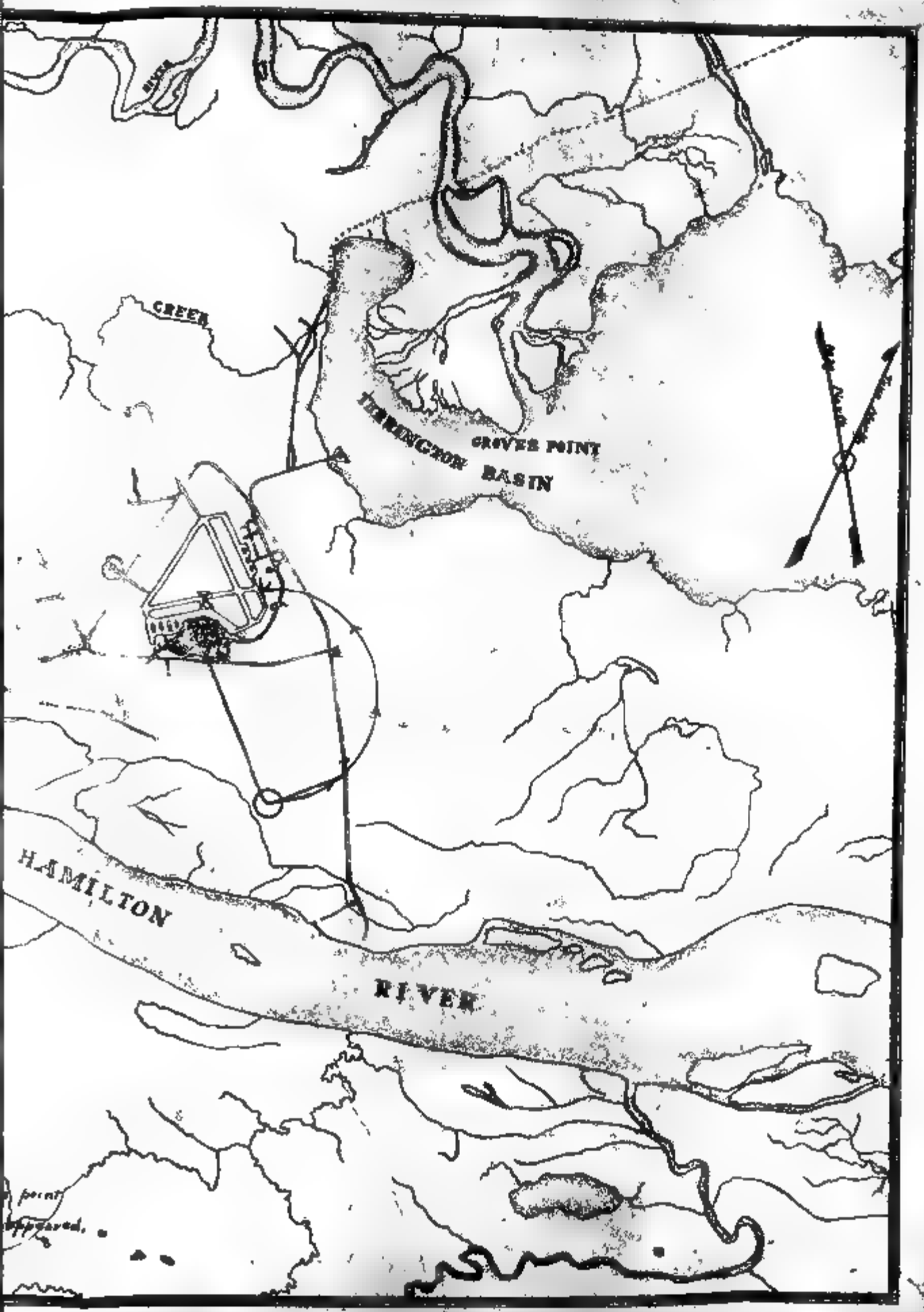
PPI SCOPE
SKETCHED BY
E.R. JIRLES, CAPT USAF
Goose Bay, Labrador 10 JAN 49

Shaded areas indicate normal ground clutter.

#2-A

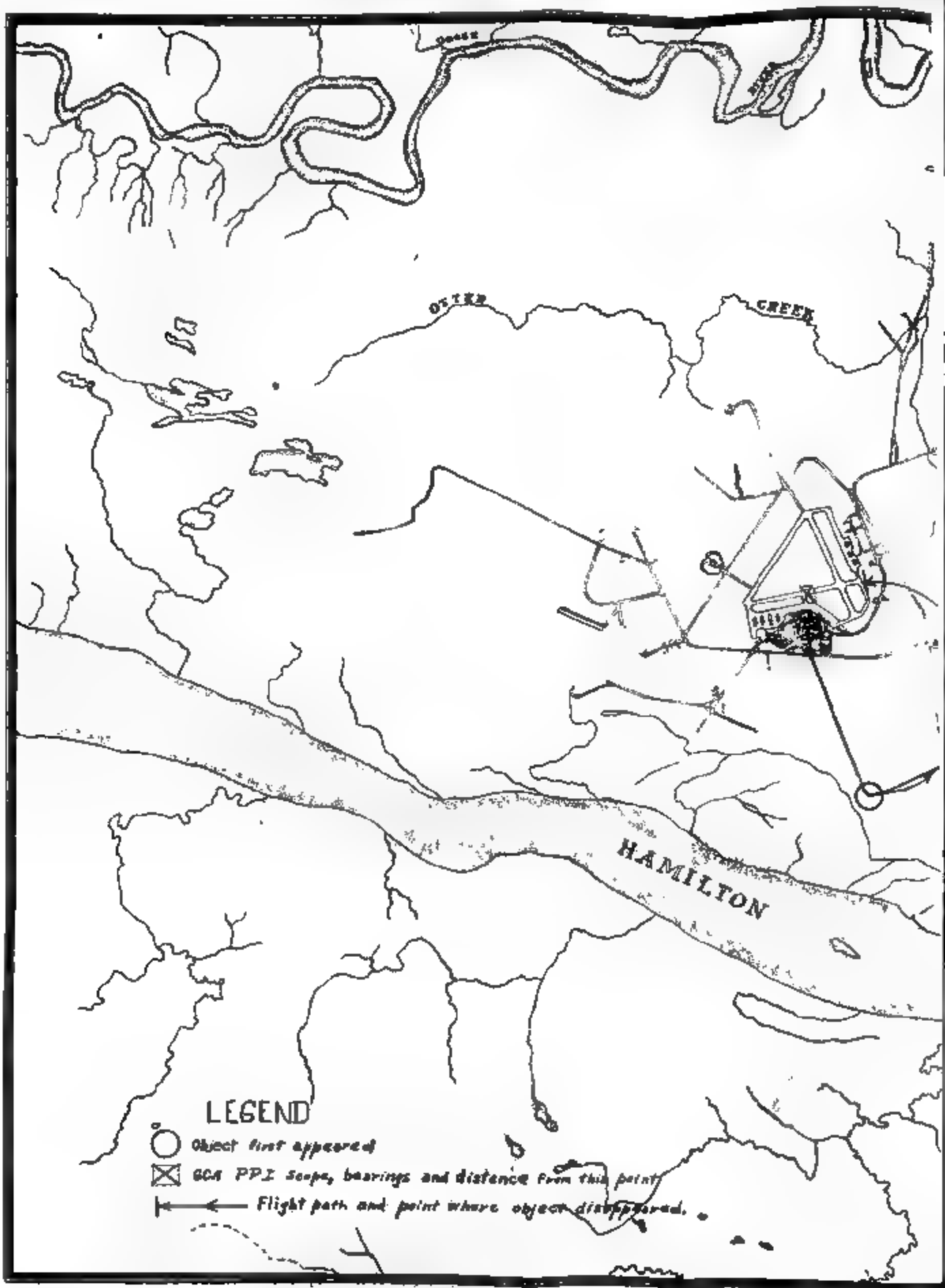
SECRET

188



GOOSE BAY
LABRADOR

#2-B



GOOSE BAY
LABRADOR

T 73352

SCALE: 1" = 1 MILE
DATE 5-8-58

SECRET

Referring to our message 291600Z.

1. Date of sighting - 29 October 1948

2. Time of sighting - 0916Z.

3. Where sighted:

   a. Ground

      (1) Goose Bay, Labrador
      (2) Object appeared east of the field about two miles out on a heading of 270° in perfect alignment with runway #27.

4. Number of objects - one.

5. Distance of object from observer - about two miles from center of field.

6. Time in sight - Approximately four minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft making an approach for landing.

   a. (1) Same as an aircraft at either extremely low or high altitude.
      (2) Same as 7 above.

8. Direction of flight - 270°.

9. Tactics or maneuvers - Travelled in horizontal straight line.

10. Evidence of exhaust - Due to darkness, nothing could be seen.

11. Effect on clouds - Nothing visible.

12. Lights - Nothing visible.

13. Support - Nothing visible.

14. Propulsion - Not known.

15. Control and stability - Not known.

16. Air ducts - Not known.

17. Speed - Estimated from scope on PPI to be 25 to 70 MPH.

SECRET

188

T 79250 166

18. Sound - None

19. None

20. Manner of disappearance

b. Disappeared from view into the ground clutter about one half mile from center of field.

OBSERVER

1. Name - Frank D. Boerngen, M/Sgt, AF 15010919.

2. Address - 1932nd AACS Sq., Goose Bay, APO 677, New York.

3. Occupation - GCA Operator.

4. Place of business - Goose Bay, Labrador

a. Employer - 1932nd AACS Sq., Goose Bay, APO 677, New York.

5. Hobbies - Photography, nine years.

a. Observer is Navigator and Bombardier.

6. Ability to determine

a. Color - good.

b. Speed of moving objects - good.

c. Size at distance - good.

7. Reliability of observer - Excellent.

a. Sources - Loyalty Check, favorable results, filed with Army Area, Fort Sam Houston, Texas, 23 September 1948. This will also reflect reliability of the Observer.

8. Notes relative to Observer on

a. Sightings in general - good.

b. Observer's attention was drawn to object while on GCA alert. The PPI scope was on and object appeared out of normal ground clutter same as an aircraft making an approach to the base.

9. Witnesses - Leon A. Messina, S/Sgt, AF 16301483.

   a. Address - 1619th AACS Sq, Brookley AF Base, Mobile, Alabama.

   b. Occupation - GCA Operator

   c. Reliability - Good.

10. All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best.

RADAR

1. Re radars now operating on ground.

   a. Range - two miles from centre of field.
      Speed - estimated 25 to 30 MPH.
      Altitude - could not be determined on MPI.
      Size - same as an aircraft.

   b. Object did not make any turns.

GENERAL

1. Teletype sequences of local weather conditions.

   Oct 29 - 1520Z
   Indefinite ceiling, 1500 ft overcast, visibility 4, light continuous snow. Pressure 1020.3 millibars, temperature 34 degrees F, dew point 32. TSE - 7. Remarks, wet snow.

   Oct 29 - 1620Z
   Indefinite ceiling, 1500 ft overcast, lower [illegible], visibility - 6, light continuous snow, pressure [illegible], temperature 35 degrees F, dew point 33, TSE - 7.

   Oct 29 - 1620Z - Special Report
   Indefinite ceiling, 1500 ft high overcast, lower [illegible] clouds, visibility 10, SE - 5.

   Oct 29 - 1730Z
   Estimated 9500, high overcast, lower broken clouds, visibility 15, pressure 1019.4 millibars, temperature 36 degrees F, dew point 33, S - 4.

2. October 29 - 1500Z

Surface	040	degrees	7	mph
1,000'	040	"	5	"
2,000'	310	"	7	"
3,000'	310	"	[illegible]	"
4,000'	310	"	10	"
5,000'	320	"	10	"
6,000'	340	"	[illegible]	"
7,000'	330	"	11	"
8,000'	320	"	14	"
9,000'	310	"	16	"
10,000'	310	"	17	"
12,000'	310	"	22	"
14,000'	310	"	[illegible]	"
16,000'	330	"	23	"
18,000'	330	"	25	"
20,000'	350	"	41	"
25,000'	350	"	50	"

3. Both USAF and RCAF Operations were contacted and there were no local flights in the area at the time.

4. Releases of testing devices by weather bureau, [illegible] are as follows:

Date	Time Runs Taken	Height in [illegible]
Oct 29	0300Z Rawin	17,000
Oct 29	0900Z Rawin	5,950
Oct 29	1500Z Rawin	13,450
Oct 29	2100Z Rawin	17,[illegible]

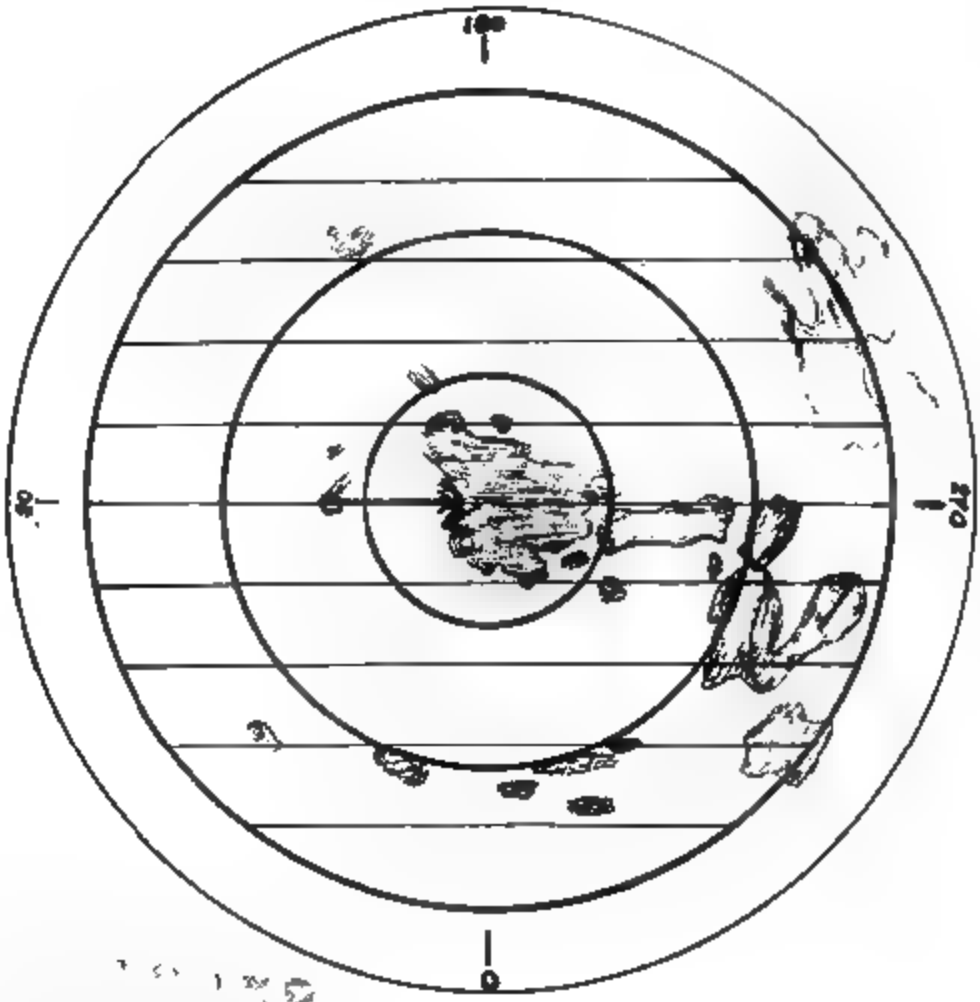
5. It is not known if object contacted earth.

6. It is not known if object came sufficiently near other aircraft or known objects to check for possible radioactivity.

7. See sketch #3-A and #3-B attached.

8. Statement #1-C attached.

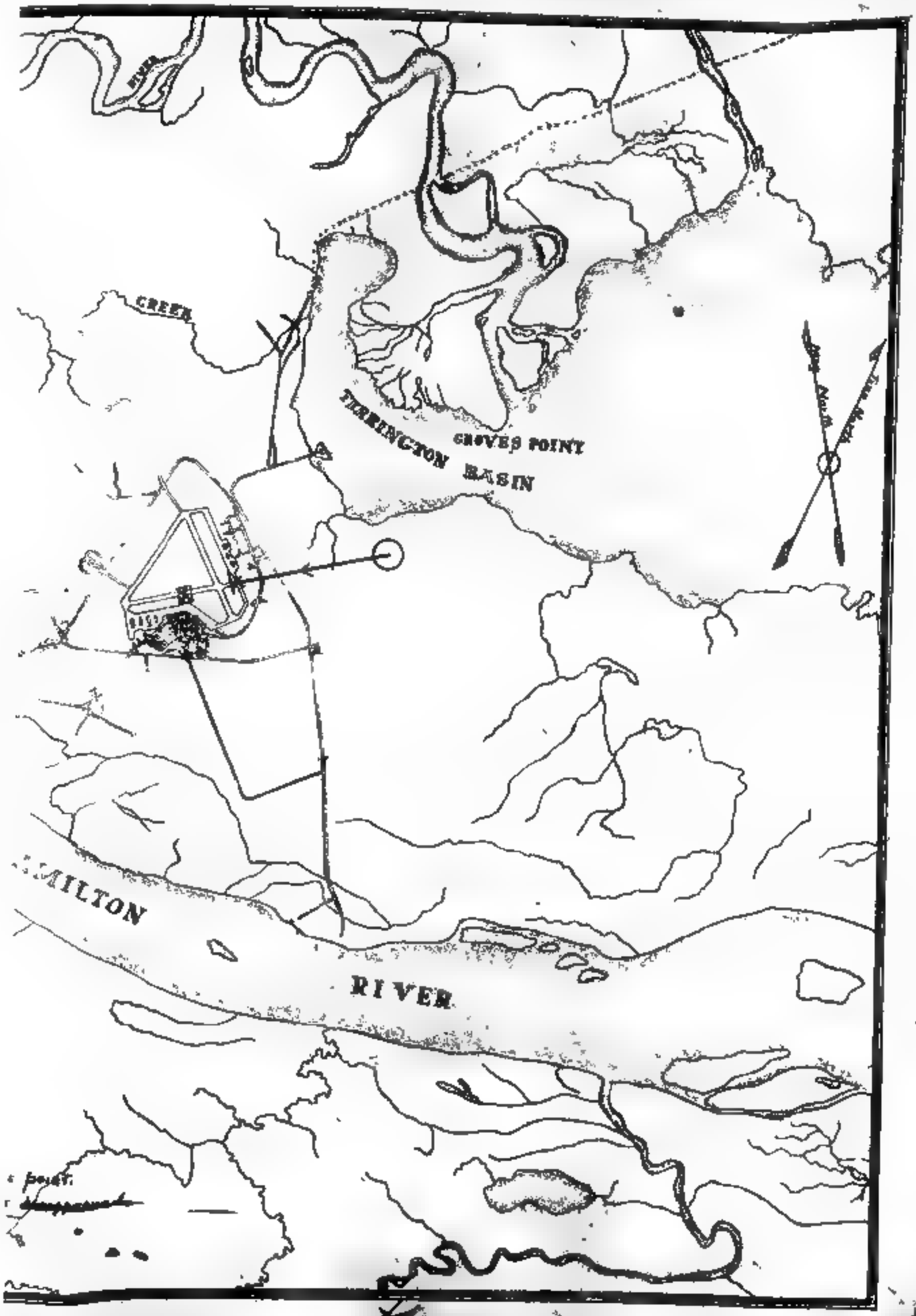
9. Not possible to obtain fragments of physical evidence of object.



PPI SCOPE
SKETCHED BY
E.R. JIRLES, CAPT USAF
Goose Bay, Labrador 10-JAN 49

#3-A

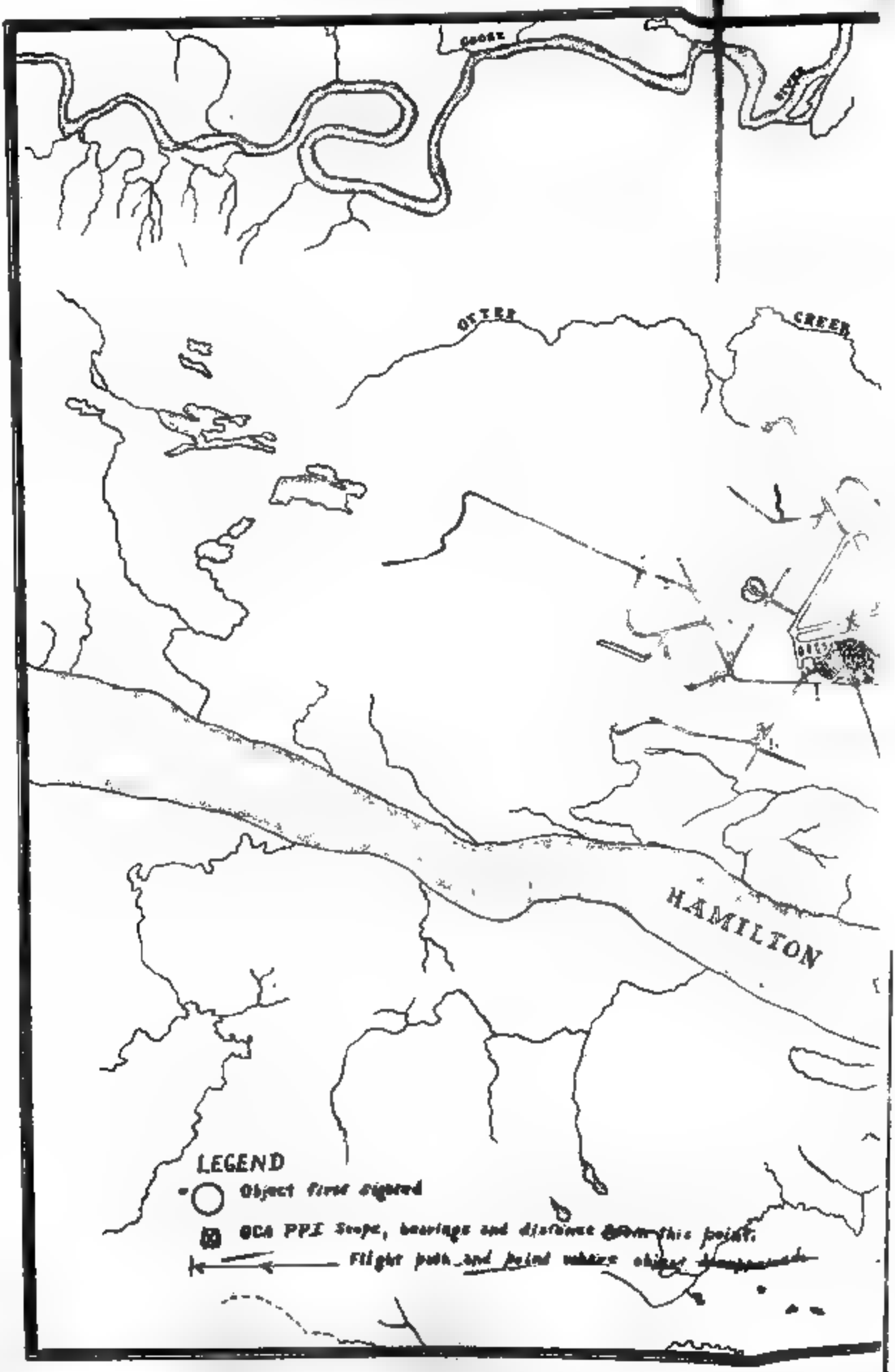
Shaded areas indicate normal ground clutter.



GOOSE BAY
LABRADOR

#3-B

SECRET



GOOSE B
LABRADOR

SCALE: 1" = 1 MILE
DATE: [illegible]

MEMO

MIJI -3/MI/de

5 Nov 48

SUBJECT: Request for Investigation

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIR

TO: Commanding Officer
United States Air Force
APO 617
c/o Postmaster
New York, New York

1. Reference is made to incoming messages 291600 , 011900, 012045, and 022205 from AF Base Thule, Greenland, reporting several radar sightings of unidentified aerial objects. It is suggested source Base Intelligence Officer be directed to initiate an immediate investigation of the reported sightings.

2. Pertinent information relative to the reported objects is desired as follows:

a. Was object apparently practicing radar evasive tactics when it disappeared from the scope periodically, or was it running into normal or skip "wall" zones affecting appearance of all aircraft?

Five copies of Essential Elements of Information form are attached as an aid to the interviewing officer in obtaining the desired information.

1-9558

SECRET

188
188
19 196

SECRET

AMC

Subject: Request for Investigation

1. It is requested all pertinent material be forwarded to Commanding General, Air Material Command, Wright-Patterson Air Base, Dayton, Ohio, attention MCIAI-3.

FOR THE COMMANDING GENERAL

1 Incl
AMC Form (quint)

H. S. MOSKY
Colonel, USAF
Chief, Intelligence Department

SECRET

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

[illegible]

[illegible] PD OF [illegible]

OPERATOR TO [illegible]

[illegible] EIGHT [illegible] MINE ZEBRA A[illegible]

[illegible] ZEBRA PD AT ZERO EIGHT [illegible]

[illegible] NINE ZERO DEGREES AND [illegible]

[illegible] YAPPROCREE AND AGAIN DISAPPEA[illegible]

ALTON COPY

COPY No. /

IN 300647Z SECRET [illegible] SECRET [illegible] 1977-E

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2.

[illegible]

TIAGO Form No. 200
(6 Aug 47)

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

Wong

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 20-2.

145

TAGO Form No. 300
(1 Aug 47)

SECRET

Paraphrase not required. Handle as correspondence
Par. 1a(1), 1b(1) and 60a (4), AR 380-5

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

FROM CITY

P O GOOSE BAY LABRADOR 3011552

TO 2 AFB

MAR 31 08.49

AT (WITH SERVICE) PORTION MSG DTG 291647 1 7-

IN A WIDE ARC TO TWO SEVEN ZERO DEGREES

AGAIN DISAPPEAR

ACTION COPY

IN 301623Z SECRET JB 3103152 NR 1977-E

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2.

T-71511

Incident # 188

Incident #189

PROJECT "SIGN"
Action Slip

Refers to Eglin Field Inc — Incident No. 189

Location Eglin Auxiliary Field #2 Florida

Date & Time of Incident 22 Sept 48, 1530 EST.

Initially Reported To 9th AF

Info Recorded On: McBee _____ Witness File ___ Incident File ✓ By JWT

Check & Initial: Check List ✓ Chart _____ Graph _____ By ___

Coordinated With: MCIAXO _____ MCIAO _____ MCI _____

Investigation Started: Type Ground Visual Date Initiated 3 Nov 48

Initial Investigation Report Rec'd MCIAXO-3 Date 2 Nov 48

Information Requests

1. To Hdq 9th AF
   Subject Eglin Incidents
   Date 3 Nov 48

2. To _____
   Subject _____
   Date _____

3. To _____
   Subject _____
   Date _____

4. To _____
   Subject _____
   Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ___ Pending _____ Closed _____

(INCIDENT SUMMARY SHEET

Incident No. 189

1. Date and Time of Observation: 22 Sept 1948 about 1530 hours

2. Where Sighted: Near Turner AF Base, Albany, Ga

3. Observer's Position: Air - while acting as co-pilot
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Lt Martin G. Rubisch, Eglin Auxiliary Fld #2, Eglin AF Base, Fla.

5. Occupation and/or hobbies: Asst Combat Operations Officer - Co-pilot

6. Attention Attracted by: motion of an approaching object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Size of a radio-controlled model plane (5 to 10 ft)

9. Color of Object(s): metallic and shiny

10. Shape (Sketch if Possible) Undetermined

11. Nature of Luminosity: N/S - apparently none
(directed beam of light?)

12. Altitude of Object: Between 1500 and 2000 ft
(estimated)

13. Estimated Distance of Object from Observer: ~~N/S~~ - 1/2 mile horizontally Approximately 500' laterally.

14. Estimated Speed of Object: about 250 MPH

15. Time in Sight: ~~N/S~~ 3 seconds

16. Tactics: ~~N/S~~ Level flight

17. Sound Made by Object(s): ~~N/S~~ - Unknown

18. Direction of Flight of Object(s) 335°

19. Apparent Construction: Metallic

20. Effect on Clouds: N/S - CAVU

21. Exhaust Trail Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: CAVU

24. Peculiarities Noted: No wings or rudder

25. Summary of Incident: (over)
(See attached page)

Incident: 189

While acting as co-pilot on a C-47 aircraft enroute from Eglin Auxiliary Field #2 to Turner AF Base at approximately 1530 hours EST 22 Sept 48, Lt Martin G. Rubisch observed an object approaching at an angle of about 25°. The C-47 at the time was approaching Turner Field from the Southwest at an altitude of about 2,000 ft. The object appeared to be about 500 feet lower and about 2,000 to 1500 feet away and traveling at an estimated speed of 250 MPH. Lt Rubisch stated that the object appeared about the size of a radio controlled model airplane (5 to 10 ft). He could not determine the shape but said he could not observe wings or rudder. He could give no other description other than it was a metallic shiny object. No one else aboard the C-47 observed the object.

Ability to determine color, speed of moving objects and size at distance was determined excellent, however the observer's Squadron Commander was interviewed and he stated that Lt Rubisch is inclined to exaggerate and is a person whose opinion is not highly regarded by associate officers.

Observer was able to closely corroborate information given by him at first interrogation, though the interrogating officer was inclined to think that Lt Rubisch was given to exaggeration. It was the opinion of the interrogating officer that the observer was of normal intelligence and sound character.

HEADQUARTERS NINTH AIR FORCE
GREENVILLE, SOUTH CAROLINA

A2

27 OCT 1948

9AF 000.92

SUBJECT: Report of Flying Discs

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attn: M.C.I.

In accordance with instructions contained in TAC letter, file TAC 000.92 (16 Feb 48), subject: "Recorting of Information on Flying Discs", the following information is submitted:

a. Object sighted at about 1530 hours EST, 22 Sep 48, near Turner Air Force Base, Albany, Georgia.

b. Weather at time of sighting, CAVU.

c. Lt Martin G. Rubisch, Asst Combat Operation Officer, Eglin Auxiliary Field #2, Eglin Air Force Base, Florida.

d. No photographs taken.

e. Lt Rubisch could not sketch object.

f. Object sighted:

(1) One object sighted.

(2) Undetermined.

(3) About the size of a radio controlled target airplane.

(4) Color: Metalic and shiny.

(5) Speed: Estimated 250 miles per hour.

(6) Heading: 335°.

(7) Maneuverability: No display.

(8) Altitude: Between 1500 and 2000 feet.

(9) No [illegible] observed.

CONFIDENTIAL

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4. General Summary:

(1) On the 22 September 1948 Lt. Martin G. Rubisch was on a flight from Eglin Auxiliary Field #2 to Turner Air Force Base. He was co-pilot on a C-47 type aircraft on an Administrative flight. At about 1530 hours, EST, he observed an object approaching from an angle of about 25 degrees. The C-47 was approaching Turner Field from the south-west at an altitude of about 2000 feet. The object appeared to be about 500 feet lower and about 2000 to 1500 feet away and traveling at an estimated speed of 250 mph. Lt. Rubisch stated that the object sighted appeared to be about the size of a radio controlled model airplane. He also stated that he did not observe wings or rudder on object. Lt. Rubisch could not give any description other than the fact that it was a metallic shiny object. No one else aboard the plane observed the object.

FOR THE COMMANDING GENERAL:

s/ W. L. Baxter
t/ W. L. BAXTER
Major, USAF
Asst. Adj. General

1st Ind MCIAXO-3/GWC/jjg

Hq AMC Wright-Patterson Air Force Base, Dayton, Ohio, Nov 5 1948

TO: Commanding General, Ninth Air Force Base, Greenville Air Force Base, Greenville, South Carolina

1. It is requested that the Base Intelligence Officer immediately initiate further investigation of subject report..

2. An Essential Elements of Information List is inclosed as an aid to the interviewing officer in obtaining, insofar as possible, the desired information.

FOR THE COMMANDING GENERAL:

1 Incl
EEI List

s/
t/ H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

BASIC: Ltr fr Hq 9AF, Subj, "Report of Flying Discs", file 9AF 000.92, dtd 27 Oct 48

9AF 000.92 (27 Oct 48) 2d Ind

OFFICE OF THE DIRECTOR OF INTELLIGENCE, HEADQUARTERS NINTH AIR FORCE, Greenville, South Carolina, 16 November 1948

TO: Director of Intelligence, Headquarters Twelfth Air Force, March Air Force Base, March Field, California

1. Request compliance with paragraph 1, preceding indorsement.

2. Information available this headquarters indicates that Lt. Martin G. Kubisch is presently assigned 1st Fighter Group, March Air Force Base, March Field, California.

1 Incl
n/c

HENRY H. WALLER, Jr
Colonel, USAF
Director of Intelligence

INT (27 Oct 48) 3d Ind

HEADQUARTERS TWELFTH AIR FORCE, Office of the Director of Intelligence, March Air Force Base, March Field, California, 22 November 1948.

TO: Wing A-2, 1st Fighter Wing, March Air Force Base, March Field, California

Request investigation be made in accordance with paragraph 1, 1st indorsement, and report forwarded this headquarters at the earliest practicable date.

1 Incl:
n/c

GEORGE M. SANDOF
Major, USAF
Director of Intelligence

169

CONFIDENTIA

any in contrl file, Jr.

BASIC: Ltr fr Hq[illegible], Subj: "Report of Flying Discs", file 9AF 000.92, dtd 27 Oct 48

INT 4th Ind

HEADQUARTERS 1ST FIGHTER WING, March Air Force Base, March Field, California, 2[illegible] 1948

TO: Commanding Officer, 1st Fighter Group, March Air Force Base, March Field, California

1. Forwarded for compliance with 1st and 3rd Indorsements.

2. Request that the completion of the investigation be expedited and that report be forwarded to this headquarters at earliest practicable date.

BY ORDER OF COLONEL [illegible]:

1 Incl:
n/c

[illegible] S. SAMS
[illegible]

INT 5th Ind

HEADQUARTERS 1ST FIGHTER GROUP, March Air Force Base, March Field California

TO: Commanding Officer, 1st Fighter Wing, March Air Force Base, March Field, California

Investigation completed in compliance with 1st and 3rd Indorsements and S-2 Officer's completed Interrogation Report is Inclosed.

FOR THE COMMANDING OFFICER:

2 Incl
EEI List
EEI Typed Form
Completed

BASIC: Ltr fr Hq 9AF, Subj: "Report of Flying Discs", file 9AF 000.
92 27 Oct 48

6th Ind

HEADQUARTERS, 1ST FIGHTER WING, Office of the Intelligence Officer, March AF Base, March Field, California 3 Dec 48

TO: Director of Intelligence, Twelfth Air Force, March AF Base, March Fld California.

2 - Incls: n/c

JOSEPH E. COSGROVE,
1st Lt., USAF
Wing A-2 O

INT 7th Ind

HEADQUARTERS TWELFTH AIR FORCE, Office of the Director of Intelligence, March Air Force Base, March Field, California, 3 December 1948.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTN: M. C. I.

Interrogation Report forwarded herewith for your information.

2 Incls:
n/c

GEORGE M. SANDER
Major, USAF
Director of Intelligence

REPORT OF INTERROGATION

SUBJECT: 1st Lt. M.G. Rubisch

REPORT BY: EDWARD D. MICHELSON, Captain USAF, 1st Ftr Gp S-2 Officer

ESSENTIAL ELEMENTS OF INFORMATION
(Resightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. 22 September 1948
2. Approximately 1530 EST
3. A. NA
   B. (1) C-47, 160 MPH, approximately 2500 feet, approximately 90°
      (2) 10 Miles West of Turner AFB, Georgia
      (3) 4 o'clock, low
      (4)

   C. NA

4. One

5. a. Approximately 1/2 mile - horizontally
   Approximately 500' laterally
   b. 10°
   c. Approximately 2000 feet

6. Approximately three (3) seconds

7. a. Silver
   b. Undistinguishable - Lacked wings and rudder.
   c. Unknown
   d. Appeared smaller than civilian light plane.

8. Approximately 336°

9. Level Flight

10. None

11. NA

12. None

13. Undetermined

14. Undetermined

15. None apparent

16. None apparent

17. Approximately 250 MPH

18. Unknown

REPORT OF INTERROGATION CONTINUED:

19. None Apparent

20. Disappeared under airplane

"I Certify that the foregoing information volunteered by me is true and correct to the best of my knowledge and belief."

Martin G. Rubisch
MARTIN G. RUBISCH
1st Lt. USAF

SEI Relative to Observer

1. Martin G. Rubisch, 1st Lt., AO-2015595

2. 71st Fighter Squadron, 1st Fgr Gp, March AFB, March Fld, Calif.

3. USAF Pilot (Jet)

4. Same as #2

5. Denies

6. A. Excellent
   B. Excellent
   C. Excellent

7. a. Observer's Squadron Commander was interviewed and stated that, while he is not completely unreliable, Lt. Rubisch is inclined to exaggerate and is a person whose opinion is not highly regarded by associate officers.

8. b. Attention was drawn by motion of object.

9. None

10. Observer was able to closely corroborate the information given by him at the first interrogation, however I would be inclined to concur with the remarks set out in #7a above. Observer appears to be of normal intelligence and sound character.

Incident #189

Incident # 190

INCIDENT NO. 190

1. Date of Observation 11 Oct 1953 Date of Interview _____

2. Exact time (local) 1200Z
1500 hours

3. Place of Observation Neubiberg AF Base, Germany, 3 miles SW of Munich
48° 07' N - 11° 39' E

4. Position of observer Control Tower - Neubiberg AF Base, (with fieldglasses

5. What attracted attention to object Attention called to object by other [redacted]

6. Number of objects 1

7. Apparent size Larger than an aircraft

8. Color of object Reflected light

9. Shape Round or spherical with something hanging from it

10. Altitude Above 30,000 ft

11. Direction from observer

12. Distance from observer

13. Direction of flight of object

14. Angle of sight

15. Speed

16. Sound [illegible]

17. Trail

18. Luminosity

19. Projections

20. Maneuvers Appeared motionless for a while, then began to rise moving away in a direct line

21. Manner of disappearance Disappeared into clouds

22. Effect on clouds

23. Additional information concerning object Metallic appearance - something seemed to be hanging from the object

24. Weather conditions

over)

Name and address of observer: Colonel Michael J. Ingelido, CO, 86th Fighter Group, Neubiberg AF Base.

Occupation and hobbies: CO for 86th Fighter Group

Remarks of Interrogator relative to intelligence and character of observer(s): It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is placed in each of the four officers.

Detail Description: On 11 Oct 1948 about 1200 Z Col Michael J. Ingelido was called to the Control Tower to observe an unidentified aerial object seen earlier by other officers. The object appeared to be motionless for several minutes by close sighting with reference to fixed objects. It is possible that it was moving in a line directly away from the point of observation. It appeared to be round or spherical, and occasionally the sun's rays reflected from it. Upon first observation, there appeared to be something hanging from it, but the nature of the hanging object(s) is indeterminable. After being motionless for awhile, the object began to rise and move away finally becoming lost from view because of range and obscurement of a thin layer of high cirrus clouds. The object appeared to be larger than an aircraft and was believed to be above 30,000 feet. The observation was with field glasses throughout. The color appeared silver. No sound was noted.

Weather units in this area state that no releases of airborne weather equipment were prior to, or during the periods of sighting.

Investigation of a statement in reference to an F-80 aircraft was made. No pilot contacted recalls having observed any object. Aircraft in the area consisted of 34 F-47s, 5 B-26s, 11 F-80s, and 2 B-17s.

Weather conditions at the time of sighting according to weather station are High thin broken clouds, bases estimated at 20,000 feet. Visibility 6 miles. Surface winds NE 4-5 knots. Winds aloft:

15,000ft	12 Knots per hour
18,000	15
20,000	20
25,000	35

INCIDENT NO. 190A

1. Date of Observation 11 Oct 1948 Date of interview _____

2. Exact time (local) 1230E

3. Place of Observation Neubiberg AF Base

4. Position of observer Control Tower

5. What attracted attention to object A -

6. Number of objects 1

7. Apparent size 1/2 again as large as F-80

8. Color of object Silvery

9. Shape Spherical

10. Altitude 30,000 feet

11. Direction from observer

12. Distance from observer

13. Direction of flight of object

14. Time in sight 30 minutes

15. Speed Motionless

16. Sound Heard None heard

17. Trail No smoke, or exhaust

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance Behind cloud

22. Effect on clouds

23. Additional information concerning object Construction appeared metallic

24. Weather conditions Visibility 5 miles. High thin broken clouds base estimated at 20,000 feet. Winds aloft at 25,000 feet 5/350° 35 Knots per hour

(over)

Name and address of observer: Capt Elvin E. Burnett, USAF,

Occupation and hobbies: USAF

Opinion of Interrogator relative to intelligence and character of observer(s): It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is placed in each of the four officers.

[redacted]

NARRATIVE SUMMARY:

At approximately 1230 Z time 11 Oct 46 a flying object was seen by Capt Elvin E. Burnett from the Base Control Tower, Neubiberg AFB, which is located 1 mile west of Neubiberg, Germany. The object appeared spherical in shape, and was silvery metallic in color. Estimated height was 30,000 feet. It was apparently not moving and was under observation for about 30 minutes. At one time an F-80 flew between the object and point of observation. The object appeared about 1/2 again as large as the F-80 which flew beneath it. There was no smoke or exhaust emanating from the object. No noise was associated with it. A cloud moved in obstructing view of object.

I. SILE [illegible] 1908

1. Date of Observation ~~11 Oct 1948~~ Date of interview _____

2. Exact time (local) 1200 Z

3. Place of Observation Northeast of Neubiberg AF Base, Germany
48° 07' N 11° 39' E

4. Position of observer Control Tower

5. What attracted attention to object

6. Number of objects 1

7. Apparent size Larger than F-80

8. Color of object Shiny

9. Shape Disc-like or ball-shaped - Could not determine but thought it was the former

10. Altitude Held angle of 70° above horizon (apparently over 40,000 ft)

11. Direction from observer

12. Distance from observer

13. Direction of flight of object Apparently rising directly away from cart

14. Time in sight 30 minutes

15. Speed N/A

16. Sound heard

17. Trail

18. Luminosity Reflected light - object shiny in rays of sun

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on clouds

23. Additional information concerning object Object very shiny in rays of sun apparently metallic construction

24. Weather conditions Visibility 6 miles. High thin broken clouds
Bases estimated at 20,000 feet. Winds aloft at 25,000 feet 1/330°
35 knots per hour

(over)

Incident: 1908

Name and address of observer:

Capt Arthur N. Sump, USAF
Neubiberg AF Base

Occupation and hobbies:

USAF pilot

Comments of interrogator relative to intelligence and character of observer(s):

It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is placed in each of the four officers.

[illegible]:

At approximately 1200 Z hours 11 oct 48 Capt Arthur N. Sump saw a large disc-like object at extremely high altitude. The visible circumference was round but Capt Sump was unable to state definitely if the object were disc or ball-shaped - he thought it was the former. It was very shiny in the rays of the sun. For [redacted] it was obscured by clouds which were estimated on that day by the weather station to be "at least 20,000 feet". (Weather report actually reads: "High thin broken clouds, bases estimated at 20,000 feet.) The clouds moved between the observation point and the object in an east-to-west direction. An object which Capt Sump believed to be an F-80 flew between the object and the point of observation. It appeared very small in relation to the size of the unidentified form. The estimated altitude of the F-80 was 25,000 feet. The object which was in a northeasterly direction from the base and at an angle of about 70° above the horizon retained this angle until its disappearance. It was visible to the naked eye for about 30 minutes. Approximately 25 minutes after first sighting it the object began to get smaller and smaller and disappeared from view about 5 minutes later apparently rising directly away from the earth.

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HEADQUARTERS
86TH FIGHTER WING
NEUBIBERG AIR FORCE BASE
Office of the Base Intelligence Officer

APO 407, U. S. Army
Neubiberg, Germany
15 November 1948

SUBJECT: PROJECT "SIGN".

TO : Commanding General
Headquarters, Air Materiel Command
Wright-Patterson Air Force Base
Wright Field
Ohio

Attn: MCIAXO-3

1. Information contained in this report is submitted in compliance with letter your headquarters, dated 4 November 1948, subject as above, and First Indorsement, Department of the Air Force, Headquarters, USAF, Washington 25, D.C., 23 November 1948.

2. On 11 October 1948, an unidentified object was sighted over this base by the following officers. Statements of the 3 officers are inclosed herewith, as numbered:

No. 1 Colonel Michael J. Ingelido (Commanding Officer, 86th Fighter Group)

No. 2 Captain Arthur M. Swap (Deputy for Personnel and Administration, 86th Air Base Group)

No. 3 Captain Elvin E. Burnett (Flying Safety Officer, 86th Fighter Wing)

3. On 24 October another unidentified object was sighted near this base by 1st Lieut. Louis J. Winterberger whose statement is inclosed herewith as inclosure No. 4. This officer is assigned to the Office of the Inspector General, 86th Fighter Wing.

4. The following information is submitted in addition to the statements concerning the 11 October sighting.

a. The point of observation by all three observers was the control tower, this air force base. Neubiberg Air Force Base is located three (3) miles southeast of the city limits of Munich, Germany, bordering the east side of the Munich-Salzburg Autobahn.

CONFIDENTIAL

NC DENTNO 1?0
5-813-0

Coordinates: 48°07'N/11°39'E. Grid WY 913497, Map: Muenchen, Germany. Grid sheet X-6, scale 1:100,000, GSGS 4416.

b. Local weather conditions at the time of sighting, according to weather station, this base, are as follows:

(1) Teletype sequences: High thin broken clouds, bases estimated at 20,000 feet. Visibility 8 miles. Surface winds NW 4-5 knots. Winds aloft:

Altitude	From(degrees)	Knots per hours
5,000	160	8
7,500	160	8
10,000	250	7
15,000	300	12
18,000	305	15
20,000	320	0
25,000	330	[illegible]

c. Color of the object appeared to be silver, coin-like. Apparent construction is undetermined.

d. Investigation of the statement in Incl. No. 2, in reference to an F-80 aircraft was made, and no pilot contacted recalls having observed any object.

e. Air traffic in the local area consisted of 34 F-47s, 5 B-26s, 11 F-80s, and 2 B-17s.

5. The following information is submitted in addition to the statements concerning the 24 October sighting.

a. Local weather:

(1) Teletype sequences: High scattered variable to high broken clouds with estimated base at 16,000 feet. Visibility 40 miles. Surface winds West 12-15 knots.

Winds aloft:

Altitude	From(degrees)	Knots per hour
5,000	260	18
7,500	270	22
10,000	275	30
15,000	275	35

Altitude	From (degrees)	Knots per hour
18,000	280	40
20,000	280	45
25,000	285	55

b. Air traffic in the local area consisted of 8 F-47s, 3 C-47s, 4 F-80s, and 4 B-29s.

6. The following information concerning both sightings is submitted in addition to statements:

a. Weather units in this area state that no releases of airborne weather equipment were made prior to, or during the periods of sightings.

b. Neither of the two objects is known to have touched the ground, nor to have passed close to any aircraft in this area. Radioactivity is unknown.

c. Terrain in the areas of both sightings is flat, with normal farm and wood lands, and small villages. No obstructions to views existed.

d. No fragments or other physical evidence are available.

e. There was no evidence of exhaust, the objects apparently had no effect on clouds, and no lights were noted. Methods of support, propulsion, control, and stability were not determined. No air ducts were seen. The speed in miles-per-hour could not be estimated, and there was no sound noted in connection with the objects. No radio antennae or other equipment were [redacted]

f. No radar sightings were reported.

7. Relative to the observers:

a. It is believed by the investigator that all four officers possess at least normal ability to determine color, speed of moving objects, and size at distance. The undersigned has personally known these observers for a period of at least one year, and believes all to possess at least normal intelligence, and characters above reproach. All are trained and experienced pilots of the United States Air Force. Complete reliability is placed in each of the four officers. Sources of reliability include personal knowledge of the persons reporting, official records of the United States Air Force, and information

from other persons who are close friends of the aforementioned four officers.

EDWARD J. HARRIS
Captain, U S A F
Base Intelligence Officer

Inclosures:

No. 1 - Statement of Colonel Ingelido.
No. 2 - Statement of Captain Swap.
No. 3 - Statement of Captain Burnett.
No. 4 - Statement of Lieut. Winterberger.

Distribution:

3 - Air Materiel Command.
1 - II, USAF.
1 - A-2, 86th Fighter Wing.
1 - File.

CONFIDENTIAL

[illegible]
86th [illegible]
[illegible] AIR FORCE [illegible]

[illegible]

[illegible]

[illegible] 1[illegible] [illegible]

[illegible]

[illegible] 11 [illegible] t [illegible] 196[illegible] about [illegible]
[illegible] er to observe an unidentified aerial object [illegible]
[illegible] officers. The object [illegible]
[illegible] by close [illegible] with reference [illegible]
[illegible] ible t[illegible] it [illegible]
[illegible] observation. The object [illegible]
[illegible] first observation, [illegible]
[illegible] ll b[illegible] co[illegible] lost [illegible]
[illegible] ment of [illegible]
[illegible] ve [illegible] The observation [illegible]
[illegible] ut.

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INCIDENT NO [illegible]

HEADQUARTERS
86TH AIR BASE GROUP
NEUBIBERG AIR FORCE BASE

APO 407, U S Army
Neubiberg, Germany
3 December 1948

STATEMENT

On 11 October 1948, at approximately 1200 hours, from Neubiberg Air Force Base, I saw something which appeared to be a large disc-like object, at an extremely high altitude. It was in a northeasterly direction from the base, and at an angle of about 70 degrees above the horizon, retaining this angle until its disappearance.

It was visible to the naked eye for about 30 minutes. Approximately 25 minutes after I first sighted it, the object began to get smaller and smaller, disappearing from view about 5 minutes later, apparently rising directly away from the earth.

The visible circumference was round, but I am unable to state whether it was definitely disc- or ball-shaped, although I believe it was the former. It was very shiny in the rays of the sun, and was for brief intervals obscured by clouds which were estimated, on that day by the weather station, to be "at least forty thousand feet". The clouds moved between the observation point and the object in an east-to-west direction.

An object which I believe to have been an F-80, flew between the object and the point of observation, appearing to be very small in relation to the size of the unidentified form. The estimated altitude of the F-80 was 35,000 feet.

ARTHUR [illegible]
Captain, USAF

INCIDENT NO 190 B

INCLS 2

CONFIDENTIAL

HEADQUARTERS
86th FIGHTER WING
NEUBIBERG AIR FORCE BASE

APO 407, US Army
Neubiberg, Germany
3 December 1948

STATEMENT

At approximately 1230 Z time on 11 October 1948 a flying object was seen by me from the Base Control Tower located at Neubiberg Air Force Base, one (1) mile West of Neubiberg, Germany.

The object appeared shperical in shape, and above an estimated 30,000 feet. It was apparently not moving, and was under observation for about 30 minutes. While watching the object an F-80 flew between the object and our point of observation. The F-80 was above a wispy scattered cloud layer, and was leaving "con-trails" at the time. The wispy cloud moved in a position so as to obstruct my view of the object.

The object was silvery metallic in color, and at a high altitude. It appeared about half again as large as the F-80 which was observed to have flown beneath the object. I could see no smoke, exhaust, nor did I hear any noise associated with the object.

Elvin E. Barnett
ELVIN E. BARNETT
Captain, U S A F

INCL #3

CONFIDENTIAL

ENT NO 190 A

HEADQUARTERS
86TH FIGHTER WING
NEUBIBERG AIR FORCE BASE

APO 407, U S Army
Neubiberg, Germany
1 December 1948

STATEMENT

On the afternoon of 24 October 1948 I was in the backyard of my billets located in Unterhaching dependents' housing project, two (2) miles west of Neubiberg Air Force Base, near MUNICH, Germany.

I heard a noise resembling a F-47 aircraft flying at high altitude. Upon searching the skies for the aircraft, I saw a disc-shaped object about 30 degrees northeast of the perpendicular moving in a southwesterly direction at fast speed. When first seen, the object was approximately 60 degrees above the northeast horizon. It disappeared over the southwest horizon, while traveling straight and level. The object was observed for about two (2) minutes at some time between 1100 and 1330 hours, GMT. I am unable to pin-point the exact time. I am unable to determine the altitude of the object, although it was apparently very high.

The object appeared to be dark, but was possibly silver since the side I observed was on the opposite side of the object from the sun. It was disc-shaped, similar to a coin. The apparent construction is unknown to me. I saw no evidence of exhaust or lights, the method of support and propulsion were not observed, and control and stability methods are undetermined. No air ducts were discernible. Speed in miles per hour could not be determined at the time, but the object moved very fast as compared with conventional aircraft. The only sound heard by me was what I believe to have been an F-47. Radio installations within or on the object are unknown.

LOUIS W. WINTERBERGER
1st Lieut., USAF

INCL #4

CONFIDENTIAL

INCIDENT NO 17

CONFIDENTIAL

MCIAID-3/TSC/ar

MCIAID-3

SUBJECT: Project "SIGN"

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFCIR
[redacted]

TO: Commanding Officer
86th Fighter Squadron Wing
Neubiberg Air Force Base
Neubiberg, Germany
ATTN: Base Intelligence Officer

1. Reference is made to two messages received this Headquarters dated 22 Oct and 27 Oct respectively, from Hq. 86th Fighter Squadron Wing, Neubiberg AF Base, Neubiberg, Germany regarding the sighting of unidentified aerial objects.

2. It is requested that the Base Intelligence Officer of the 86th Fighter Wing make a detailed investigation of the aerial phenomena observed 11 and 24 October 1948, and that signed statements of all available witnesses be obtained.

3. Five (5) copies of an "Essential Elements of Information" list are included for the interrogator's assistance in obtaining the desired information.

4. It is requested that a full report on both sightings be forwarded Hq. Air Material Command, Wright-Patterson AF Base, Wright Field, Ohio, Attn: MCIAID-3.

[redacted]

1 Incl
5 cys of "EEI"

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

Incident 190

CONFIDENTIAL

INCIDENT 190

PP JEQAB

FM JEQCR 70C 222358Z

TO JEQABCR

AF GENC

1 - MCIA

2 - MCI

C O N F I D E N T I A L USAF CRYPTO PASSES ~~TWX~~/DTG 22/1415Z

FROM CO 6th Ftr Wg

TO: Commanding General AMC info Commanding General USAFE.

Reference 52340 your Hq following information is submitted. On 11 October 48 at approximately 1300 hours unidentified object observed by 6 military personnel of this base. Object estimated at altitude of 40,000 ft on heading of 50° from Neubiberg AF Base and was sighted continuously for a period of 45 minutes. Visible circumference of object was round but unable to state whether disc-shaped or ballist-shaped, was silver in color and very shiny in rays of sun. Object became smaller and smaller - apparently rising but no change in compass direction noted. Apparently not influenced by any winds aloft. AF-80 aircraft flying between object and observer appeared very small in relation to size of object. ~~Estimat~~ Estimated altitude of jet 25,000 ft. Sight of object lost when thin layer of clouds passed between it and observers on ground. Clouds ~~estimated~~ estimated to be at 20,000 ft High reliability given to personnel reporting sighting object. C O N F I - D E N T I A L.

190

T-69362

22/2359Z Oct

E 1968 OCT 23 08:13
QA 85
1968 OCT 23 08:13

PP JEGAB
FM JEGCR 70C /2223582
TO [redacted]
AF GRMC

CONFIDENTIAL

//C O N F I D E N T I A L// USAF CRYPTO PASSES TRUE DTG 2214152
FROM CO 68TH FTR WG
TO CONGINAMC INFO CONGINUSAFE
REFERENCE FIVE TWO THREE FOUR ZERO YOUR HEADQUARTERS FOLLOWING INFO-
RMATION IS SUBMITTED PD ON ONE ONE OCTOBER FOUR EIGHT AT APPROXIMATELY
ONE THREE ZERO ZERO HOURS UNIDENTIFIED OBJECT OBSERVED BY SIX MILITARY
PERSONNEL OF THIS BASE PD OBJECT ESTIMATED AT ALTITUDE OF FORTY
THOUSAND FEET ON HEADING OF FIVE ZERO DEGREES FROM NFUBIBERG AIR FORCE
BASE AND WAS SIGHTED CONTINUOUSLY FOR ABLE PERIOD OF FOUR FIVE
MINUTES PD VISIBLE CURCUMFERENCE OF OBJECT WAS ROUND BUT UNABLE TO
STATE WHETHER DISC DASH SHAPED OR BALLIST SHAPED CHA WAS SILVER IN
COLOR AND VERY SHINY IN RAYS OF SUN PD OBJECT BECAME SMALLER AND
SMALLER APPARENTLY RISING BUT NO CHANGE IN COMPASS DIRECTION NOTED PD
APPARENTLY NOT INFLUENCED BY AND WINDS ALOFT PD ABLE FOX DASH
EIGHT ZERO AIRCRAFT FLYING BETWEEN OBJECT AND OBSERVER APPEARED VERY
SMALL IN RELATION TO SIZE OF OBJECT PD ESTIMATED ALTITUDE OF
JET TWO FIVE THOUSAND FEET PD SIGHT OF OBJECT LOST WHEN THIN LAYER OF
CLOUDS PASSED BETWEEN IT AND OBSERVERS ON GROUND PD CLOUDS ESTIMATED TO
BE AT TWENTY THOUSAND FEET PD HIGH RELIABILITY GIVEN TO PERSONNEL
REPORTING SIGHTING OBJECT//C O N F I D E N T I A L// T-64362

22/2359Z OCT

CONFIDENTIAL

*Paragraphs not required. Handle as Confidential correspondence per paragraph 31 (and 33a (4)), AR 380-5.

2nd 190cy 3.

Incident # 190

Incident # 191

PROJECT "SIGN"
Action Slip

Refers to

Incident No. 191

Location 10 mi SW of Junction City Kansas

Date & Time of Incident 24 Oct '49 1545 CST

Initially Reported To Hq Ft Riley

Info Recorded On: McBee _____ Witness File ___ Incident File ✓ By JG

Check & Initial: Check List ___ Chart _____ Graph _____ By ___

Coordinated With: MCIAXO _____ MCIAO _____ MCI _____

Investigation Started: Type _____ Date Initiated _____

Initial Investigation Report Rec'd _____ Date _____

Information Requests

1. To _____ 3. To _____
   Subject _____ Subject _____
   Date _____ Date _____

2. To _____ 4. To _____
   Subject _____ Subject _____
   Date _____ Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ___ Pending _____ Closed _____

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 191

1. Date of Observation . 2 October 1948 .
2. Time of Observation . . 1545 CST . . . .
3. Where was Object(s) Sighted . 10 miles Southeast of Junction City, Kansas . . .
4. Observer's Position . ground position . . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . Captain Glenn W. Huber, Base S-3 Officer, Ft . .
Riley, [redacted]
6. Occupation and/or Hobbies . Base S-3 Officer . . . . . .
7. Attention Attracted to Object (s) By . . N/S . . . . . .
8. Number of Object(s) Sighted . 1 . . . . . .
9. Size of Object(s) . . . N/S . . . . . .
10. Color of Object(s) . . "metallic" . . . . . .
11. Shape (Sketch if Possible) . . N/S . . . . . .
12. Nature of Luminosity . N/S . . . . . .
13. Estimated Distance of Object from Observer . [redacted] approx 7,000 ft .
14. Speed of Object(s) . faster than any known aircraft . . .
15. Time in Sight . . N/S . . . . . .
16. Tactics . . N/S . . . . . .
17. Sound Made by Object(s) . N/S . . . . . .
18. Direction of Flight of Object(s) . . First West then turned South . . . . . .
19. Apparent Construction (Of What Material or Substance) metallic . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . N/S . . . . . .
21. Weather Conditions Existing at the Time . . CAVU Visibility 15 miles . . . . .
Wind SSW
22. Peculiarities Noted . . . . . .
23. Summary of Incident . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

11.

Incident: 191

At 1545 CST 24 Oct 1948 Capt Glenn Huber, Base S-3 Officer, Ft Riley, Kansas, sighted an unidentified metallic object proceeding in a general westerly direction. The object was viewed from a ground position 10 miles from Junction City, Kansas. Altitude appeared over 7,000 feet. It was traveling with the speed of a fast aircraft. It then turned south at a speed greater than any aircraft he had ever seen. Visibility was excellent. Wind South-Southwest.

Confidential

Basic: Letter from Hq AMC, Subject: Project "Sign", dated 4 November 1948

1st Ind. MPR-6

COMMANDING OFFICER, MERRILL AF BASE, Fort Riley, Kansas, 16 November 1948

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAKO-3

Forwarded herewith are the Certificate of Captain Glenn W. Huber and the reports of weather sequence and winds aloft as of 24 October 1948.

3 Incl:
1 - s/c
2 - Certificate dated 12 Nov 48
3 - Report of weather sequence and winds aloft, dated 16 Nov 48

EVERETT E. JENKINS, JR
Major, USAF
Commanding

Confidential

HEADQUARTERS
MARSHALL AIR FORCE BASE
Fort Riley, Kansas

In Reply
Refer to

CERTIFICATE

[redacted]

12 November 1948

I, Captain Glenn W. Huber, AO-1577335, certify that at 1545 hours Central Standard Time, 24 October 1948, I sighted one (1) metallic-appearing object from a ground position ten (10) miles southwest of Junction City, Kansas. The object was traveling with the speed of a fast aircraft in a general westerly direction when I first observed it. I cannot identify the object as any aircraft known to me. The object then turned south with a speed greater than any aircraft I had ever seen. I estimate the altitude of the object as over seven thousand (7,000) feet. There is no further information regarding this object which I can give.

GLENN W. HUBER
Captain, USAF
AO-1577335

NO DENT INO 141

Confidential

NI 003

Time	Cloud Coverage	Visibility	Pressure	Temperature	Dw point temp	Wind Direction	Wind speed	Alti	Continuity
1300	0	15	1026.8 milli bars	65	34		9	029	no change in last 4 hours

INC DENTINO 191

WEATHER CODE

Time	Cloud coverage	Visibility	Pressure	Temperature

RESTRICTED

BASE WEATHER STATION
MARSHALL AIR FORCE BASE
FORT RILEY, KANSAS

16 NOVEMBER 1948

WEATHER SEQUENCE REPORTS FOR THE 24TH OF OCTOBER 1948 FROM THE HOURS OF 1300 TO 1700 AS FOLLOWS;

1300 015 268/65/341 9/029/ ///9/
1420 015 254/68/361 10/025/ ///9/
1520 015 251/68/371 10/024/812 ///9/
1620 015 251/66/331 10/023
1724 015 247/60/321 10/022/FEW CI E

WINDS ALOFT REPORT FOR 2100Z (1500C) FOR THE 24TH IS AS FOLLOWS:

FR121 01707 9812 21811 1811 42011 2111 62210 2110 82111
2312 02507 2703 23502 3305 43008 62807 30702 00207 23605
40504 60609

JOHNSON RONEY III
2D LT., USAF
STATION WEATHER OFFICER

Incident: 191

RESTRICTED

MCIAC-3 MCIAC-3/TC/aj

SUBJECT: Project "Sign"

TO: Commanding Officer
Marshall Air Force Base
Fort Riley, Kansas

1. This Headquarters is engaged in a continual investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with Army elements by Department of Army letter dated 25 March 1948, subject, "Unconventional Aircraft".

2. Reference is made to an Incoming Message dated 27 October 1948 from Commanding Officer, Marshall Air Force Base through Headquarters, Fort Riley, Kansas. It is suggested that the case Intelligence Officer immediately initiate a detailed interrogation of Captain Ulenn Huber concerning the aerial phenomena observed and obtain a signed statement from him, together with those of any other witnesses available who may have witnessed this same anomaly.

3. Two (2) copies of a list entitled "Essential Elements of Information are inclosed for the interrogator's guidance in obtaining the information desired.

4. It is further requested that a full report be forwarded to Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAC-3.

FOR THE COMMANDING GENERAL:

[redacted]
MCI Form in dup.

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

191

CONFIDENTIAL

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION, ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

15-22

[illegible]ITY

[illegible]T DILEY [illegible] 262[illegible]

[illegible] ALL AF

RIGHT PA[illegible]SON AFB [illegible]

C [illegible] CHARLIE Q [illegible]

[illegible]

[illegible] AND GILLAM AFB [illegible]

AFT SIX DA[illegible] TWO ZERO THREE

[illegible] FIVE FOUR FIVE [illegible] RPT OBT [illegible]

[illegible] H RES CMA BASE SUGAR DASH THE [illegible]

[illegible]IGHTED AN UNIDENTIFIED METALLIC OBJECT [illegible]

[illegible]AL WESTERLY [illegible]ION WHEN FIRST

[illegible]N THOUSAND FT WITH SPEED OF FAST A[illegible]

[illegible] W SPEED GREATER THAN ANY ACFT OBS[illegible]

[illegible] PD OBSERVATION WAS MADE TEN [illegible]

CITY KANSAS

CONF HSM 272Ø152 NR 18938

COPY No. /

ACTION COPY

CONFIDENTIAL

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked CONFIDENTIAL. This copy will be safeguarded with the greatest care and [redacted]

191

INCIDENT NO. 192

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 192

1. Date of Observation . 24.Oct.1948 . . .

2. Time of Observation . .early.evening. around 5:45 P. M.

3. Where was Object(s) Sighted . .From ground.on route to.Fargo, N.D. near outskirts of Moorhead, Minnesota while traveling on highway #52 . . . . . .

4. Observer's Position . . ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . L. B. Sanders & Wife, 9th Street, North Fargo, . . North Dakota . . . . . .

6. Occupation and/or Hobbies . N/S . . . . . .

7. Attention Attracted to Object (s) By . . light . . . . . .

8. Number of Object(s) Sighted . . . 1 . . . . . .

9. Size of Object(s) . . . N/S . . . . . .

10. Color of Object(s) . N/S . . . . . .

11. Shape (Sketch if Possible) . . N/S . . . . . .

12. Nature of Luminosity . . N/S . . . . . .

13. Estimated Distance of Object from Observer . N/S . . . . . .

14. Speed of Object(s) . . 2 or 3 times faster than a plane .

15. Time in Sight . N/S . . . . . .

16. Tactics . horizontal flight . . . . . .

17. Sound Made by Object(s) .N/S. . . . . .

18. Direction of Flight of Object(s) . .East to West direction . . . . . .

19. Apparent Construction (Of What Material or Substance) "light" . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail N/S . . . . . .

21. Weather Conditions Existing at the Time . .Visibility was good. . . . . .

22. Peculiarities Noted . . None. . . . . .

23. Summary of Incident . . .(over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 192

While motoring on U. S. Highway #52 in a northwestern direction on the outskirts of Moorhead, Minnesota, Mr. L. G. Sanders & wife observed a light traveling in an east to west direction. Mr. Sanders first observed the light which was to his right and pointed it out to his wife who also clearly saw it. Visibility at the time was good. Observer estimated that he could have seen a plane at the distance he estimated the object to have been. The speed was two or three times faster than a plane. Both agreed that it could not have been a meteor because of the length of time it was visible and because the direction of flight was a slight rise rather than down.

CONFIDENTIAL

24-3 1st Ind. EEW/ycp
Subject: Project "Sign".

HQ OSI, District 13, Offutt AFB, Ft Crook, Nebr, 1 December 1948

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: MCIAXO-3

Basic communication complied with.

2 Incls:
1 - n/c
2 - Added - Rpt of SA LEONARD J. ORR dtd 30 Nov 48, w/1 Incl (in trip)

EUGENE E. WILSON
Lt Colonel, USAF
District Commander

CONFIDENTIAL

RESTRICTED

[illegible] 0-3/[illegible] 3/ed

Project "Sign"

[illegible]ating District Commander
15th [illegible] District
[illegible] Field
[illegible]ort [illegible]ok, Nebraska

1. This command is engaged in a continual investi[illegible] of all reported sightings of unidentified aerial phenomena and [illegible] authorized direct contact with pertinent agencies by [illegible] Air Force letter dated 6 [illegible] 194[illegible], subject, "Report of Information [illegible] [illegible] items".

2. Information has been received to the effect that an unidentified aerial anomaly was sighted by [illegible] [illegible], 194[illegible] [illegible] Street [illegible], [illegible], North Dakota.

3. It is requested that [illegible] this matter and that the inclosed list, [illegible] "[illegible] of Information" be utilized as a guide [illegible].

4. It is [illegible] requested that a full report be forwarded directly to the Commanding General, [illegible] Patterson Air Force Base, Dayton, Ohio, attention [illegible].

BY THE COMMANDING OFFICER

1 Incl
RSI Form

[illegible]
[illegible]
Chief, Intelligence Department

192

[illegible] NO

RESTRICTED

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO: 24-5

DATE: 30 November 1948

REPORT MADE BY: LEONARD J. GEH

TITLE: SPECIAL INQUIRY FOR "REPORT OF INFORMATION ON FLYING DISCS"

REPORT MADE AT: DO #13, Offutt AFB

PERIOD: 22-23 November 1948

OFFICE OF ORIGIN: Hq AMC, Wright-Patterson AFB

STATUS: REFERRED UPON COMPLETION

CHARACTER: SPECIAL INQUIRY

REFERENCE: Letter, Hq AMC, Wright-Patterson AFB, Dayton, Ohio, dated 18 November 1948, Subject: "Project 'Sign'", to 13th OSI District

SYNOPSIS

DETAILS:

AT FARGO, NORTH DAKOTA

1. On 22 November 1948, LLOYD G. SANDERS, Manager, Swift and Company, 1506 Ninth Street, North, Fargo, North Dakota, was interviewed regarding his alleged sighting of an aerial anomaly. "Essential Elements of Information - Re Sightings of Unidentified Aerial Objects" was used as a guide during the interrogation. The following is SANDERS'S conception of the incident:

a. On 24 October 1948, at approximately 1745 hours, SANDERS and his wife were driving towards Fargo, North Dakota, on Highway 52 (see Sketch 1). At a distance approximately four (4) miles southeast of Moorhead, Minnesota, SANDERS suddenly ("like an electric light switch was turned on") saw a brilliant light. The object immediately began to move from east to west at terrific speed (800-1000 MPH, or three (3) times as fast as any airplane SANDERS has ever seen). The object traveled toward Moorhead, Minnesota, at an altitude of approximately 1000 feet, and was in a gradual climb. Upon reaching the northern outskirts of Moorhead, and at a point close to the Veterans Hospital, the object suddenly made a sharp right turn to the north. Approximately one (1) second after making the turn, the object suddenly ("again like an electric light switch had been turned off") was lost from view.

(Continued)

DISTRIBUTION:
CG, AMC, Wright-Patterson AFB (Action Copy) (w/1 Incl) 2
Hq OSI (w/1 Incl) 2
File 2

ACTION COPY FORWARDED TO: CG, AMC, Wright-Patterson AFB

APPROVED: EUGENE E. WILSON, Lt Colonel, USAF, DISTRICT COMMANDER

FILE STAMP: NO ENTRY NO

CONFIDENTIAL

AFOSI FORM 4
23 MAY 48

b. SANDERS stated that the sky was clear (no stars were noticed), and that visibility was excellent. The object appeared to be about four (4) times larger than a light seen in a commercial plane's window at night, or "half the size of a full moon, if observed from directly below the moon". The object left no "trail", and cast no reflections. The object appeared to be round; no depth could be observed; it appeared to be a solid form. The object appeared to be approximately three (3) miles away when first witnessed. No sound was heard from the object. The color of the object appeared to be a brilliant golden-white. Total time object was in view is estimated at five (5) to seven (7) seconds.

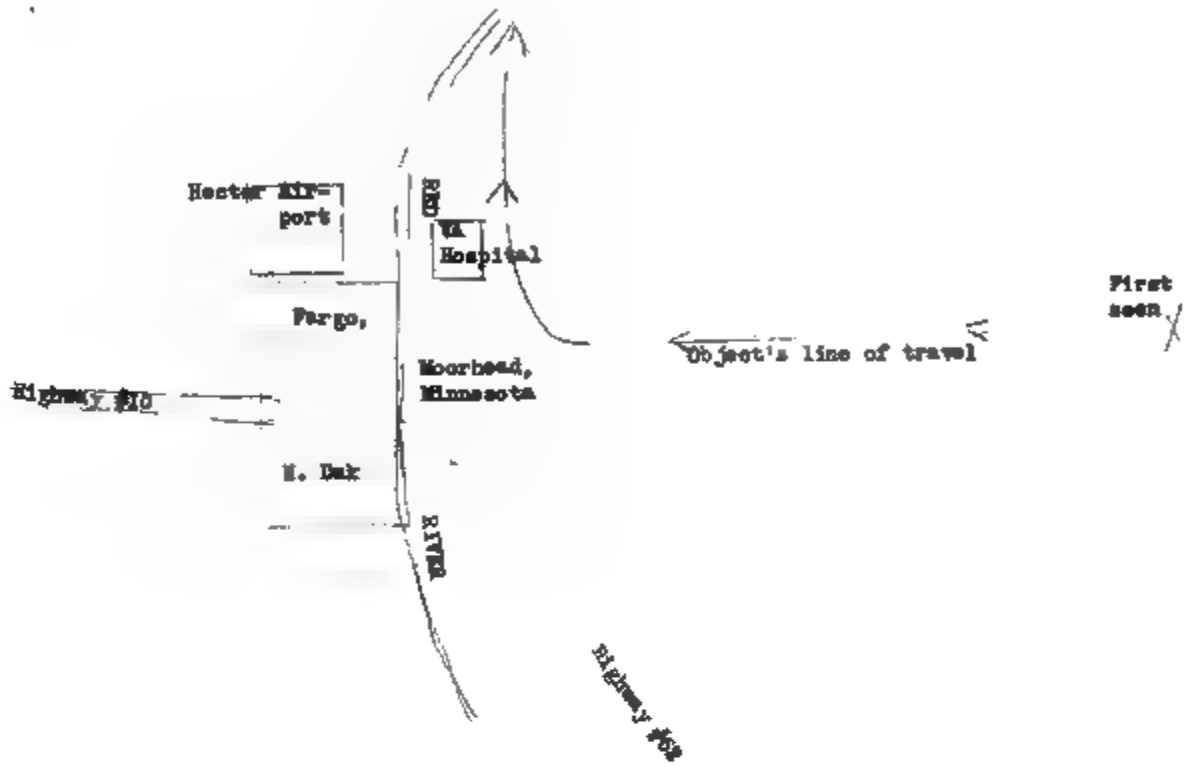
c. SANDERS is sure the anomaly could not have been an airplane, a beacon, or "anything known to man". SANDERS stated that he still feels an "eerie feeling", and that the "pit of my stomach" tightens up when he thinks of the incident.

2. On 23 November 1948, RICHARD N. SHULZ, Weather Officer, Hector Airport, Fargo, North Dakota, was interviewed regarding the weather condition on 24 October 1948. SHULZ stated that between 1600 hours and 2200 hours on 24 October 1948, there was no precipitation, high scattered clouds, and unlimited visibility. Sun down was at 1523 hours.

3. On 23 November 1948, DONALD L. JENNINGS, Controller, Hector Airport, Fargo, North Dakota, was interviewed regarding flight operations on 24 October 1948. JENNINGS stated that no scheduled flights were in progress from 1700 hours to 1900 hours on 24 October 1948. JENNINGS further stated that no military or other Government agencies are operating aerial testing centers in this locale.

4. LLOYD G. SANDERS is married and has two teen-age children; he is a successful business man and has no police record in this community; he has no political affiliations. SANDERS stated that he has no particular hobbies, is not color blind; and can judge moving and distant objects in an average manner. SANDERS further stated that he will render a signed statement to this report, upon request. Mrs. JEAN I. SANDERS, his wife and only witness to the incident, will substantiate his statements. In conclusion, this agent feels that LLOYD and JEAN SANDERS, 1806 Ninth Street, North, Fargo, North Dakota, did witness an aerial phenomenon, and that their statements have been given in a sincere and truthful manner.

- RETURNED UPON COMPLETION TO OFFICE OF ORIGIN -



1" = 1 Mile

Sabin,
Minn

INCIDENT NO 192.

Incl #1

MCIAIO-3/TC/ej

MCIAID-3

4 November 1948

Mr. L. G. Sandere
1505 9th Street, North
Fargo, North Dakota

Dear Sir:

Your letter of October 24, 1948 addressed to Major D. C. Jones, Commanding Officer, 178th Fighter Squadron, Hector Field, Fargo, North Dakota, has been forwarded to this Headquarters for necessary action.

Your promptness in reporting this incident is appreciated and the information contained in your report will be made a matter of record.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Tech Intelligence Division
Intelligence Department

CONTINUED

CONFIDENTIAL

HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

DCJ:trb
26 October 1948

SUBJECT: Attached Letter.

TO : Chief of Intelligence, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

1. Transmitted herewith is a letter sent to the undersigned, the contents of which are self-explanatory.

2. The phenomenon in question seems interesting in its likeness to the one recently seen by Lt. George Gorman of this unit.

3. Mr. Sanders is a Branch Manager for Swift & Company in this area. The undersigned believes that he is a reliable observer.

1 Incl.
Sanders letter of
Oct24,1948

DONALD C. JONES
Major, AF, NDNG
Commanding

CONFIDENTIAL

INCIDENT NO 142

COPY COPY COPY

_85 - 9th Street North
Fargo, North Dakota
10/24/48

Major D. C. Jones
Cmdr. 178 Fighter Sqdr.
Hector Field
Fargo, North Dakota

Dear Major:

I desire to describe the "light" observed by my wife and myself while motoring into Moorhead this early evening. We were returning home after a trip to Southern Minnesota and when about 2 miles South of G. N. tracks we saw this light. We were travelling on highway U. S. #52 and proceeding in a Northwesterly direction. I first observed this phenomena as a light which was travelling in a east to west direction. It appeared to my right and I pointed it out to my wife who clearly saw it also. At a point slightly to the left of directly in front of us it sit or "went out" or "flew out" of our vision as it disappeared. Visibility in the sky was good enough to have seen a plane at the distance I estimate this object was from us. The time was 5:45 p.m. I have observed aircraft flying over my home which is only a short distance from Hector Field, in flight at night, dusk and in the daytime and both Mrs. Sanders and I ruled out its being a plane, jet or regular. We agreed on this within a minute of our seeing it. I would estimate its speed at 2 or 3 times faster than a plane. We also agreed that it was not a meteor because of the length of time it was visible and because its direction of flight was a slight rise rather than down.

If there was any doubt in my mind or any possibility of its being either a plane or meteor I wouldn't have taken the trouble to report it. I believe you should have this information and if I can be of further help please feel free to call me. I am not seeking any publicity in this matter and have asked the persons to whom I previously described the object, to keep it confidential.

Yours truly

L. G. Sanders

Office Phone 6429
Residence Phone 20391

INCIDENT NO

192

INCIDENT NO. 192

INCIDENT NO. 193

INCIDENT NO. 193

1. Date of Observation 21 Oct 48 Date of Interview

2. Exact time (local) Some time between 1100 and 1330 GMT

3. Place of Observation Ansbach - Housing project 2 miles west of Neuhiberg Germany

4. Position of observer ground

5. What attracted attention to object Heard a noise believed to be F-47 aircraft flying at high altitude

6. Number of objects 1

7. Apparent size N/S

8. Color of object Undetermined - appeared dark "but was possibly silver since the side observed was on opposite side from sun"

9. Shape disc-shaped - similar to a coin

10. Altitude Unable to ascertain - Appeared at 60° above the northeast horizon

11. Direction from observer

12. Distance from observer

13. Direction of flight of object NE to SW

14. Time in sight 2 minutes

15. Speed Undetermined but object moved very fast as compared with conventional aircraft

16. Sound heard The sound heard was believed to have been an F-47

17. Trail No evidence of exhaust

18. Luminosity N/S

19. Projections

20. Maneuvers Straight level flight

21. Manner of disappearance over southwest horizon while traveling straight and level

22. Effect on clouds N/S

23. Additional information concerning object

24. Weather conditions High scattered - estimated base at 16,000 feet Visibility 40 miles. Wind at 25,000 feet: 55 knots per hour 2/285°

(over)

Name and address of observer: Louis W.Winterberger, 1st Lt, USAF

Occupation and hobbies: USAF

Opinion of Interrogator relative to intelligence and character of observer(s):

It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and character above reproach. All are trained and experienced pilots of the USAF Complete reliability is placed in each of the four officers. (Winterberger was one of the four interviewed - see Incident 190)

[illegible]:

On the afternoon of 24 October 1948 between 1100 and 1330 hours GMT, Lt Winterberger heard a noise resembling an F-47 aircraft flying at high altitude. Searching the skies for the source he saw a disc-shaped object about 30° northeast of the perpendicular moving in a southwesterly direction at fast speed. When first seen it was approximately 60° above the northeast horizon. Altitude could not be determined althe it was apparently very high. The object appeared dark but was possibly silver since the side Winterberger observed was on the opposite side from the sun. Object was disc shaped, similar to a coin. Speed could not be determined but the object moved very fast as compared with conventional aircraft. The sound heard was believed to have been an F-47. Object was observed for 2 minutes. It disappeared over the Southwest horizon while traveling straight and level.

CONFIDENTIAL

HEADQUARTERS
60TH FIGHTER WING
NEUBIBERG AIR FORCE BASE

APO 407, U S Army
Neubiberg, Germany
1 December 1948

STATEMENT

On the afternoon of 24 October 1948 I was in the backyard of my billets located in Unterhaching dependents' housing project, two (2) miles west of Neubiberg Air Force Base, near MUNICH, Germany.

I heard a noise resembling a P-47 aircraft flying at high altitude. Upon searching the skies for the aircraft, I saw a disc-shaped object about 30 degrees northeast of the perpendicular moving in a southwesterly direction at fast speed. When first seen, the object was approximately 60 degrees above the northeast horizon. It disappeared over the southwest horizon, while traveling straight and level. The object was observed for about two (2) minutes at some time between 1100 and 1330 hours, GCT. I am unable to pin-point the exact time. I am unable to determine the altitude of the object, although it was apparently very high.

The object appeared to be dark, but was possibly silver since the side I observed was on the opposite side of the object from the sun. It was disc-shaped, similar to a coin. The apparent construction is unknown to me. I saw no evidence of exhaust or lights, the method of support and propulsion were not observed, and control and stability methods are undetermined. No air ducts were discernible. Speed in miles per hour could not be determined at the time, but the object moved very fast as compared with conventional aircraft. The only sound heard by me was what I believe to have been an P-47. Radio installations within or on the object are unknown.

LOUIS W. WINTERBOTTOM
1st Lieut., USAF

CONFIDENTIAL

WCL # 4

CONFIDENTIAL

MCIAXD-3/TSC/ms

MCIAXD-3

SUBJECT: Project "SIGN"

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIN
Collections Branch

TO: Commanding Officer
86th Fighter Squadron Wing
Neubiberg Air Force Base
Neubiberg, Germany
ATTN: Base Intelligence Officer

1. Reference is made to two messages received this Headquarters dated 22 Oct and 27 Oct respectively, from Hq. 86th Fighter Squadron Wing, Neubiberg AF Base, Neubiberg, Germany regarding the sighting of unidentified aerial objects.

2. It is requested that the Base Intelligence Officer of the 86th Fighter Wing make a detailed investigation of the aerial phenomena observed 11 and 24 October 1948, and that signed statements of all available witnesses be obtained.

3. Five (5) copies of an "Essential Elements of Information" list are included for the interrogator's assistance in obtaining the desired information.

4. It is requested that a full report on both sightings be forwarded Hq. Air Material Command, Wright-Patterson AF Base, Wright Field, Ohio, Attn: MCIAXD-3.

FOR THE COMMANDING GENERAL:

1 Incl
5 cys of "Ess"

H. N. McCOY
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

143

EDA 01 **PRIORITY** **CONFIDENTIAL**

FP JERAB

FM JERCR 15C/311925Z

TO JERABCR

AF ERNC

1-MCIA - action
2-MCI - info

//C O N F I D E N T I A L// MSG PASSED BY CRYPTO USAF FROM NO EIGHT SIX FIGHTER WING ABLE PETER ODOE FOUR ZERO SEVEN TRUE DTG TWO SEVEN ONE FOUR ZERO ZERO ZEBRA TO CONGEN AIR MATERIAL COMMAND WPAFC OHIO ATTN MIKE CHARLIE ITEM ABLE XRAY ODOE DASH THREE INFO CONGENUSAFF REF NBR ABLE THREE THREE TWO ZERO ABLE ONE SEVEN PD

REFERENCE FIVE TWO THREE FOUR ZERO YOUR HEADQUARTERS FOLLOWING INFORMATION IS SUBMITTED PD ONE TWO FOUR OCT FOUR EIGHT BETWEEN HOURS OF ONE TWO ZERO ZERO AND ONE FOUR THREE ZERO CHA FLYING OBJECT SIGHTED FROM HOUSING PROJECT TWO MILES WEST OF NEUINBERG AIR FORCE BASE BY MEN OF THIS BASE PD WHEN SIGHTED OBJECT WAS BETWEEN OBSERVER AND SUN WAS HIGH BUT UNDETERMINED ALTITUDE ON SOUTH WEST COURSE AND WAS SIGHTED FOR APPROXIMATELY TWO MINUTES PD VISIBLE CIRCUMFERENCE WAS ROUND BUT UNABLE TO DETERMINE OVERALL SHAPE OR SIZE PD COLORTO BE BLACK PD SPEED OF OBJECT COULD NOT BE ESTIMATED BUT APPEARED FASTER THAN FOX DASH FOUR SEVEN TYPE AIRCRAFT PD REPORT EVALUATED AS BAKER DASH TWO BY THIS OFFICE//C O N F I D E N T I A L//

31/1925Z OCT

Th

Paragraph not required. Handle as Confidential correspondence per paragraph 51 and 60b (4), AR 380-5

ACTION COPY

T-71625

PRIORITY **CONFIDENTIAL**

INSERT NO. 193

Incident # 194

PROJECT "SIGN"
Action Slip

Refers to

Incident No. 1-7

Location

Date & Time of Incident 03 Nov 1040 EST

Initially Reported To SAC Andrews AFB

Info Recorded On: McKee _____ Witness File _____ Incident File _____ By _____

Check & Initial: Check List _____ Chart _____ Graph _____ By _____

Coordinated With: MCIAAO _____ MCIAAO _____ MCI _____

Investigation Started: Type _____ Date Initiated _____

Initial Investigation Report Rec'd _____ Date _____

Information Requests

1. To _____
   Subject _____
   Date _____

2. To _____
   Subject _____
   Date _____

3. To _____
   Subject _____
   Date _____

4. To _____
   Subject _____
   Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open _____ Pending _____ Closed _____

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 194
now identified

1. Date of Observation . [redacted] 1948 AM
2. Time of Observation . . 3 Nov 1948 . . .
3. Where was Object(s) Sighted . Near Andrews Fld. . . . . .
4. Observer's Position . Aircraft #37821 . . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . . Lt Cmdr Pain, Coast Guard Pilot (original report) . . . and by 2 fighter pilots of the 82d Fighter Wing who verified the sighting.
6. Occupation and/or Hobbies . . pilot . . . . . .
7. Attention Attracted to Object (s) By . N/S . . . . . .
8. Number of Object(s) Sighted . . 5 balloons in a cluster . . . . . .
9. Size of Object(s) . . N/S . . . . . .
10. Color of Object(s) . . N/S . . . . . .
11. Shape (Sketch if Possible) . round - that of balloon . . . . . .
12. Nature of Luminosity . . N/S . . . . . .
13. Estimated Distance of Object from Observer . . N/S . . . . . .
Elevation: 43,000 feet
14. Speed of Object(s) . . . 2 MPH . . . . . .
15. Time in Sight . . N/S . . . . . .
16. Tactics . . N/S . . . . . .
17. Sound Made by Object(s) . . . N/S . . . . . .
18. Direction of Flight of Object(s) . . . heading of approximately 45° . . . . . .
19. Apparent Construction (Of What Material or Substance, . like that of balloon . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . . N/S . . . . . .
21. Weather Conditions Existing at the Time good visibility - scattered to broken base of clouds approximately 5,000 feet
22. Peculiarities Noted . . [redacted]. Resembled an intestine. . . . . [redacted] had been inflated . . . . . .
23. Summary of Incident . . . (over). . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

CONFIDENTIAL

Original report was classified top-secret. Strategic Air Command requested original messages be destroyed.

At 10:40 A. M. on 3 Nov 48 two Mustang fighters of the 82d Fighter Wing were dispatched to investigate the sighting reported by Lt Com Pain, a Coast Guard pilot, who reported the original sighting. The pilots upon reaching 22,000 feet sighted the unidentified object. They kept on climbing until they reached 37,000 feet. They estimated the object to be another five or six thousand feet above them. At this height the object resembled an intestine that had been inflated and it appeared 5 to 6 times higher than wide. Sketches were not available. Speed was estimated to be about 2 mph. Heading approximately 45°/

First report by Strategic Air Command identified the object tentatively as a heavenly body.

Subsequent information received by Lt Roherkamper, Coast Guard Officer stationed at Salem identified the craft as a cosmic ray equipment carrier used by MIT. Later it was definitely established that the craft sighted was a cluster of eight balloons used by MIT for cosmic ray research.

This incident is considered closed in that definite identity has been established.

At 10:40 a.m. on November 3, 1948 the 82nd Fighter Wing dispatched two Mustang fighters to check on a reported sighting of an unidentified aircraft. The fighter pilots sighted the unidentified aircraft when they reached 22,000 feet, and were able to keep it in sight until they reached 37,000 feet. The pilots estimated the craft to be five or six thousand feet above them. It was also stated that they were unable to see thru the craft with it between them and the sun. The speed of the craft was believed to be about 2 mph. The craft was proceeding on a heading of approximately 45°.

The fighter pilots described the unidentified craft as resembling an intestine that had been inflated, and was five or six times higher than it was wide. Sketches were not available.

Subsequently, information was received from Lt. Roherkemper, Coast Guard officer, stationed at Salem. He identified the craft as a cosmic ray equipment carrier being used by Massachusetts Institute of Technology.

The above information was received from Grenier Air Force Base thru Strategic Air Command, Andrews field. The original sighting was made by a Coast Guard pilot, Lt Com Pain, flying in Aircraft No. 37821 at 11,500 ft. The weather was scattered to broken base of clouds approximately 5000 ft with good visibility. Strategic Air Command originally identified the object tentatively as a heavenly body.

On 9 November 48 this Division sent a wire to Strategic Air Command, Andrews Air Force Base, stating that the project set up by this Command to investigate and study reports of such sightings bears a classification of Confidential and that the Meteorological Research work being done by M.I.T. is unclassified. In view of this information permission was requested to downgrade previous messages on this incident. Since it has been definitely established that the craft sighted was a cluster of eight balloons used by the Massachusetts Institute of Technology for cosmic ray research.

Permission to downgrade message was denied. Strategic Air Command requested that original messages be destroyed.

Incident No 194

Incident # 194

Incident # 195

Incident No. 195

1. Date of Observation 31 Oct 52 Date of Interview _____

2. Exact time (local) 1562

3. Place of Observation Goose Bay, Labrador - 3 miles south of field on a southwest heading

4. Position of observer GCA Unit (ground)

5. What attracted attention to object Target on PPI Scope

6. Number of objects 1

7. Apparent size Same as aircraft

8. Color of object N/S

9. Shape N/S

10. Altitude Could not be determined on scope

11. Direction from observer

12. Distance from observer Approximately 3 miles south of the field

13. Direction of flight of objects Southwest

14. Time in sight About 8 and 1/3 minutes

15. Speed 25 MPH

16. Sound and odor None

17. Trail None

18. Luminosity None

19. Projections

20. Maneuvers Object appeared out of ground clutter and disappeared into it.

21. Manner of disappearance Disappeared into ground clutter

22. Effect on clouds N/S

23. Additional information concerning object Object could not be seen visual.

24. Weather Visibility 30 miles; ceiling estimated 3,000 ft overc

(over)

Incident: _____ 195__

Name and address of observer: M/Sgt Frank D. Boerngen, 1952nd AACS Sq (See list below)

Occupation and hobbies: GCA Operator at Goose Bay, Labrador

Comments of Interrogator relative to intelligence and character of observer(s):

Reliability of all observers - good. Character and intelligence of all persons interviewed - excellent.

NARRATIVE OF ACTS:

Sighting was witnessed by: Col John M. Jones, CO 1227th Air Base Gp Goose Bay, Labrador

Group Capt Verner, Station Commander, RCAF Goose Bay, Labrador

S/Sgt E. F. Evelsizer (now stationed Hq 103rd AACS Sq, Wright-Patterson AFB.

S/Sgt Leon Cheletta, Jr, 1952d AACS SQ Goose Bay Labrador.

Cpl Johnnie R. McMahone, (now stationed at 1921st AACS SQ, Carswell AFB, Texas)

M/Sgt Francis H.Mills, Separation Point, Westover AFB, Mass

S/Sgt A. E. Morando, now stationed 1916th AACS Sq, Mitchel AFB, N. Y.

M/Sgt Frank D. Boerngen states that on 31 Oct 48 the GCA Unit was in operation on Runway #35. At that time (1535Z) the Canadian Air Vice Marshal Plant, the CO's of both bases and their party visited the GCA Unit. They were given a brief explanation of GCA and how it works when a target was spotted on Search Scope #1. Tower was called for number of aircraft in air. Tower stated there were no aircraft in the air. Target was called to the attention of both CO's and was viewed for about 6 minutes until it faded into the ground clutter about 6 miles from the field. The object first appeared to be about 3 miles south of the field and was traveling on a S# heading. The blip traveled at a speed of approximately 25 MPH. It faded into the ground clutter about 6 miles from the field. There were no clouds in the sky, yet after making a visual check nothing could be seen.

SECRET

Referring to our message 011930Z.

1. Date of sighting - 31 October 1948.

2. Time of sighting - 1545Z.

3. Where sighted:

   a. Ground

      (1) Goose Bay, Labrador
      (2) Three miles south of field on a south west heading.

4. Number of objects - one.

5. Distance of object from observer - Approximately three miles south of the field.

   a. Altitude could not be determined on the PPI scope.

6. Time in sight - about 8 1/3 minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft.

8. Direction of flight - South west.

9. Tactics or maneuvers - None. Object appeared out of ground clutter and disappeared the same way.

10. Evidence of exhaust - None

11. Effect on clouds - None

12. Lights - None

13. Support - None

14. Propulsion - None

15. Control and stability - None

16. Air ducts - None

17. Speed - About 25 MPH.

18. Sound - None

19. None

SECRET

20. Manner of disappearance

b. Disappeared into ground clutter.

OBSERVER

1. M/Sgt Frank D. Boerngen, 1972nd AACS Sq, GCA Operator at Goose Bay, Labrador.

Air Vice Marshal Plant, RCAF, Ottawa, Canada.

Colonel John S. Jones, CO, 1227th Air Base Group, Goose Bay, Labrador.

Group Captain Verner, Station Commander, RCAF, Goose Bay, Labrador.

S/Sgt Edward V. Zvilsizer, AF 15240233, now stationed Hq, 1003rd AACS Sq, Wright-Patterson, Dayton, Ohio.

S/Sgt Leon Chelette, Jr., AF 18258403, 1932nd AACS Sq., Goose Bay, Labrador.

Cpl Johnnie R. McMahons, AF 16295582, now stationed 1921st AACS Sq, Carswell AFB, Texas.

M/Sgt Francis H. Mills, AF 16134800, Separation Point, Westover AFB, Mass. Home address, 1126 N. Pulaski, Chicago, Ill.

S/Sgt Andrew E. Zarcedo, AF 12271347, now stationed 1916th AACS Sq, Mitchel AFB, New York.

6. Ability to determine

a. Color - of all observers, good.

b. Speed of moving objects - of all observers, good.

c. Size at distance - of all observers, good.

7. Reliability of all observers - good.

8. Notes relative to observers on

a. Sightings in general - of all AACS, GCA Operations involved - excellent

8. b. (2) The object was noticed as it appeared out of the normal ground clutter on the PPI scope.

9. Same as 1. above.

10. Character and intelligence of all persons interviewed - Excellent.

RADAR

1. Re radars now operating on ground

a. Range - about three miles south of field.
Speed - 25 MPH
Altitude - could not be determined.
Size - same as an aircraft would normally make on the 7½ mile PPI scope.

b. Object did not turn.

GENERAL

1. Teletype sequences of local weather conditions.

31 October 1948

0420 - Ceiling, measured 3,000 ft. overcast, visibility 30 miles, pressure 1012.7 millibars, temperature 35 degrees F, dew point 22 degrees F, wind [illegible] 9 MPH.

0720 - Ceiling estimated 3,500 ft, broken clouds, visibility 30 miles, pressure 101[illegible].1 millibars, temperature 32 degrees F, dew point 21 degrees, wind [illegible]NW, 10 MPH.

1020 - Scattered clouds at 4,000 ft, visibility 3 miles, pressure 1014.7 millibars, temperature 26 degrees F, dew point 21 degrees F, wind WNW 10 MPH.

1320 - Ceiling estimated 3,000 ft, overcast, visibility 30 miles, pressure 1016.2 millibars, temperature 32 degrees F, dew point 22 degrees F, wind [illegible] 9 MPH.

1. (cont'd)

1620 - Ceiling, estimated 3,000 ft, overcast, visibility 30 miles, pressure 1016.5 millibars, temperature 35 degrees F, dew point 21 degrees F, wind [illegible] 10 MPH.

1920 - Ceiling estimated 3,000 ft, overcast, visibility 30 miles, pressure 1016.9 millibars, temperature 36 degrees F, dew point 24 degrees F, wind [illegible] 5 MPH.

2220 - Precipitation, ceiling 1,000 ft, sky obscured, visibility 1½ miles, light snow, pressure 1016.3 millibars, temperature 33 degrees F, dew point 29 degrees F, wind N 5 MPH.

2232 - Special report, ceiling measured 1,600 ft, overcast, lower scattered at 900 ft, visibility 5 miles, light snow, wind [illegible], 3 MPH.

0120 - Ceiling measured 3,000 ft, overcast, visibility 30 miles, pressure 1020.3 millibars, temperature 34 degrees F, dew point 25 degrees F, wind [illegible], 12 MPH.

2. Winds aloft report

03002	Wind Direction (From)	Speed
Surface	[illegible]	12 MPH
1,000'	[illegible]	15 "
2,000'	N	16 "
3,000'	[illegible]	17 "
4,000'	NW	17 "
5,000'	NW	13 "
6,000'	NW	15 "
7,000'	NW	19 "
8,000'	NW	20 "
9,000'	NW	17 "
10,000'	NW	17 "
12,000'	[illegible]	19 "
14,000'	[illegible]	22 "
16,000'	W	34 "
18,000'	S-W	50 "
20,000'	S-W	49 "

2. (cont'd)

0900 Z	Wind Direction (From)	Speed
Surface	[illegible]	0 MPH
1,000'	[illegible]	16 "
2,000'	[illegible]	22 "
3,000'	[illegible]	25 "
4,000'	[illegible]	17 "
5,000'	[illegible]	16 "
6,000'	NNW	16 "
7,000'	NNW	21 "
8,000'	[illegible]	30 "
9,000'	[illegible]	28 "
10,000'	[illegible]	16 "
12,000'	NNW	22 "
14,000'	W	36 "
16,000'	W	31 "
18,000'	[illegible]	23 "
20,000'	SW	34 "
25,000'	SW	73 "

1500Z		
Surface	NW	10 MPH
1,000'	[illegible]	11 "
2,000'	N	12 "
3,000'	[illegible]	15 "
4,000'	N	21 "
5,000'	N	25 "
6,000'	NNE	[illegible] "
7,000'	NNE	28 "
8,000'	NNE	25 "
9,000'	NNE	23 "
10,000'	NNE	20 "
12,000'	NNW	15 "
14,000'	NW	10 "
16,000'	NNW	10
18,000'	SWW	25
20,000'	SWW	25 "
25,000'	SWW	28 "

2100Z	Wind Direction (true)	Speed
Surface	[illegible]	[illegible]
1,000'	[illegible]	20
2,000'	NNE	24
3,000'	[illegible]	[illegible]
4,000'	[illegible]	24
5,000'	[illegible]	[illegible]
6,000'	NE	[illegible]
7,000'	[illegible]	32
8,000'	[illegible]	38
9,000'	NE	35
10,000'	NE	[illegible]
12,000'	NE	[illegible]
14,000'	NE	[illegible]
15,000'	NE	28
16,000'	NE	[illegible]
20,000'	N	31

3. Both USAF and RCAF Operations were contacted [illegible] no local flights in the area at the time.

4. Releases of testing devices by Weather Unit, this [illegible], are as follows:

Date	Time Hours Taken	Height in Meters
Oct 31	0300Z Rawin	6,440
Oct 31	0900Z Rawin	[illegible]
Oct 31	1500Z Rawin	10,020
Oct 31	2100Z Rawin	6,410

5. It is not known if object contacted earth.

6. It is not known if object came sufficiently near other aircraft or known objects to check for possible radioactivity.

7. See sketch #4-A and #4-B attached.

8. Statement #4-C attached.

9. It is not possible to obtain fragments or physical evidence of object.

SECRET

T 73352

PPI SCOPE

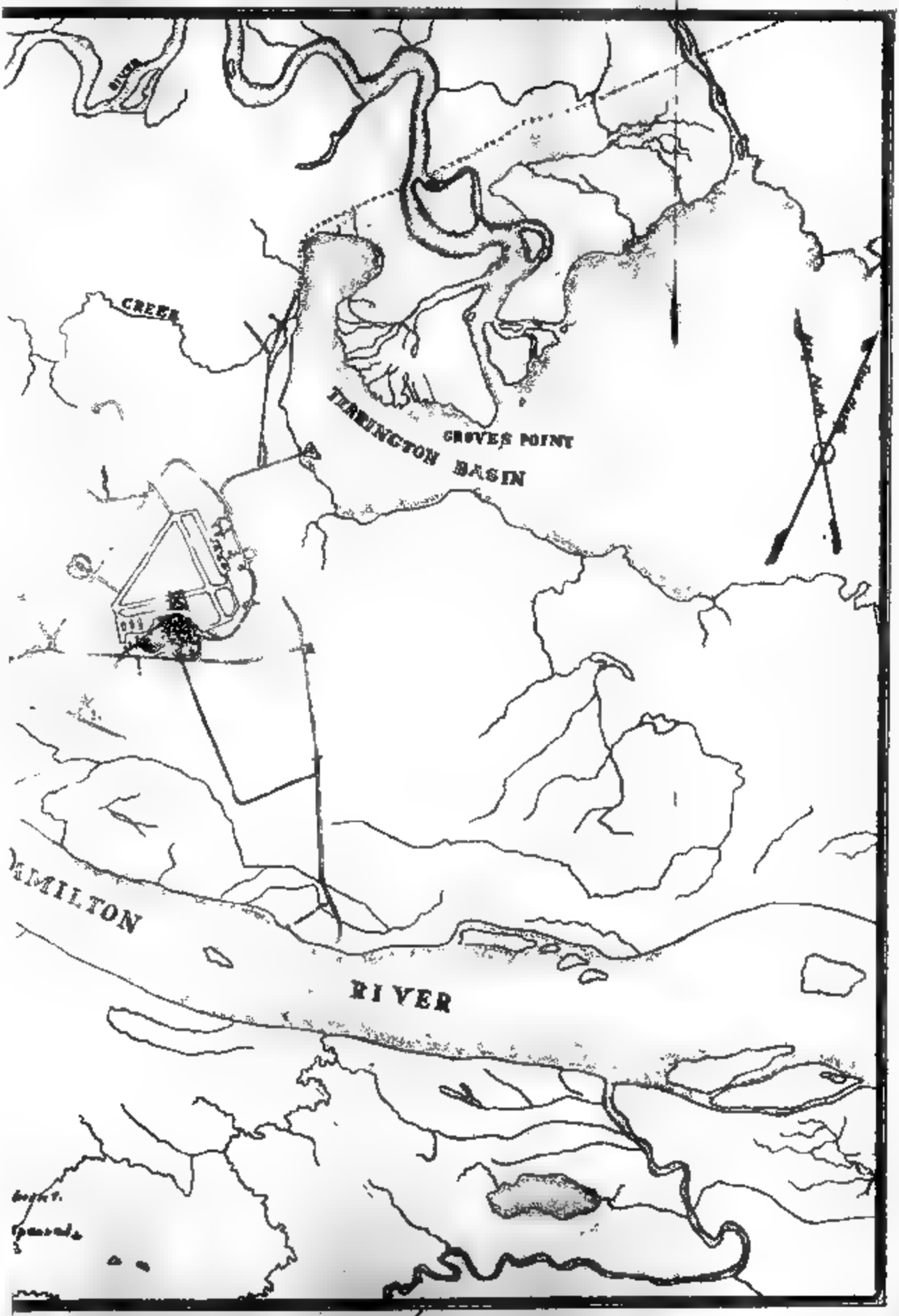
SECRET

Shaded areas indicate normal ground clutter.

SKETCHED BY
E.R. JIRLES, CAPT USAF
Goose Bay, Labrador 10 JAN 49

4-H

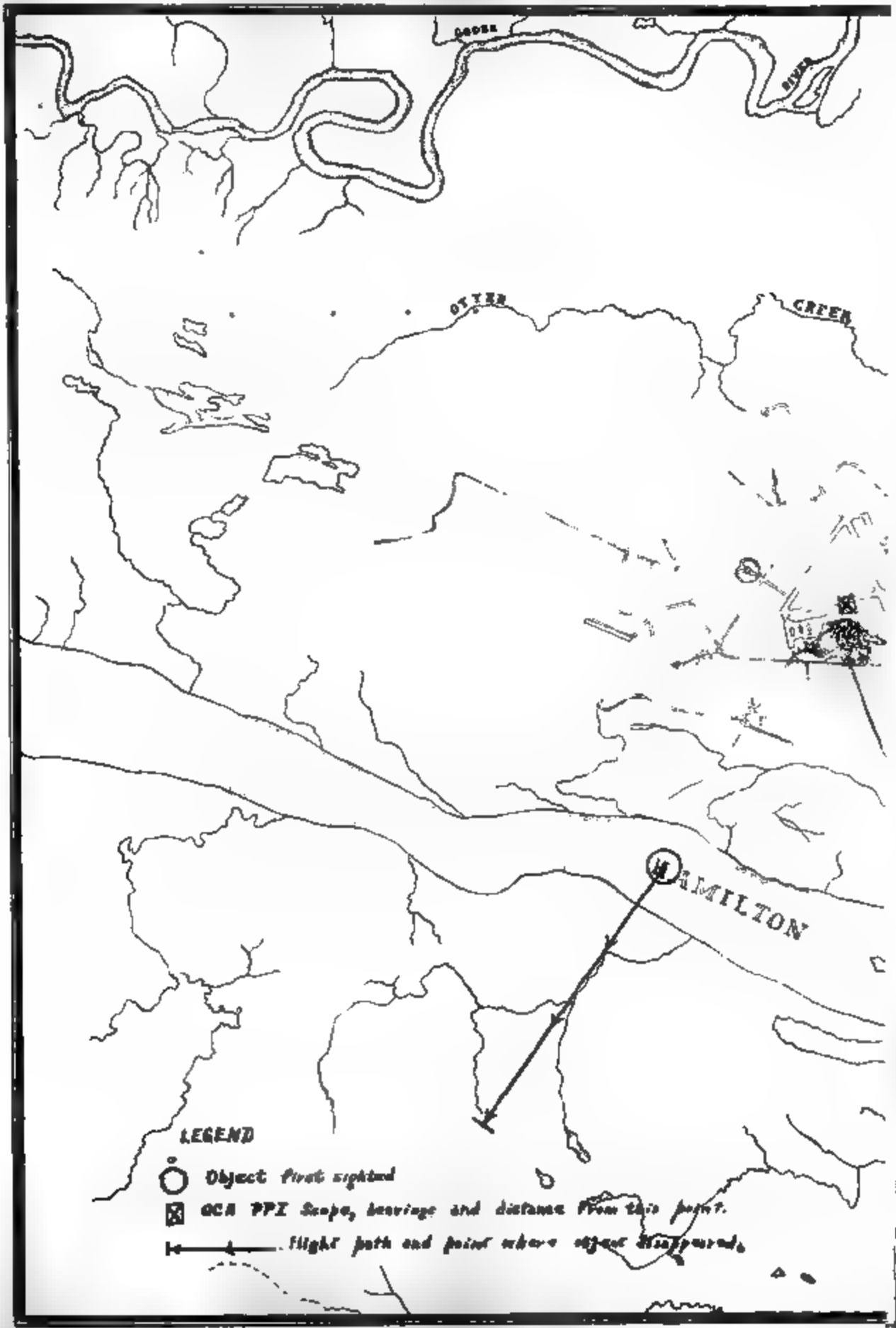
195



GOOSE BAY #4 B
LABRADOR

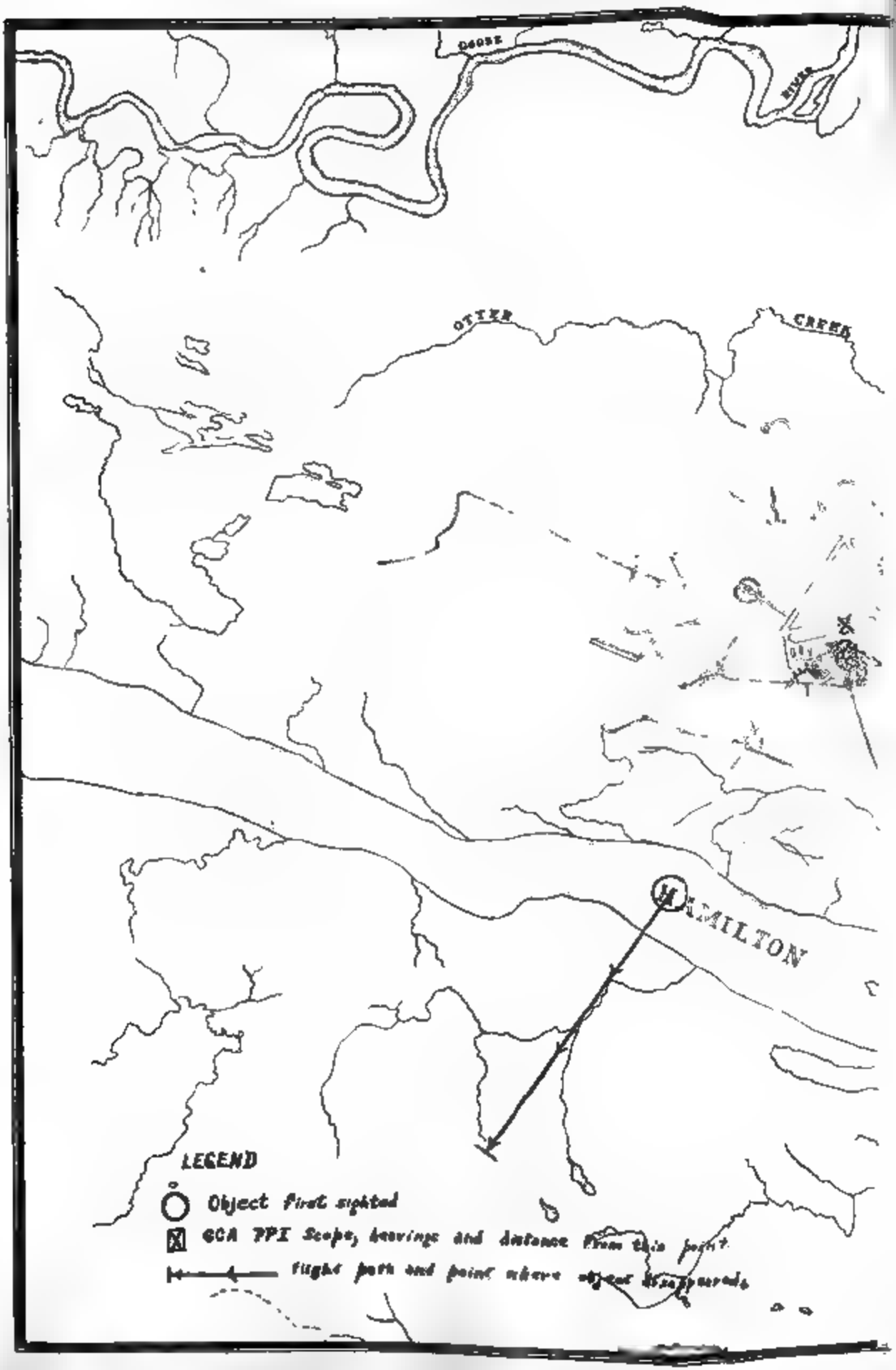
SECRET

NOCB0097



GOOSE BA
LABRADOR

SCALE 1" = 1 MILE
DATE 3-6-49



GOOSE BA
LABRADOR

SCALE 1" = 1MILE
DATE 3-6-49

#4-B

SECRET

STATEMENT

11 January 1949

On 31 October 1948, the GCA unit was in operation on Runway #35. At about 1535Z the Canadian Air Vice Marshal Plant, the Commanding Officers of both bases and their party visited the GCA unit. They were being given a brief explanation of GCA and how it works when I spotted a target on search scope No. 1. I called the Tower and asked them for the number of the aircraft which was in the air and they stated that there was no aircraft in the air.

I then called this to the attention of both Commanding Officers and we watched the target for about six minutes until it faded into the ground clutter about six miles from the field.

The target was first sighted at 1545Z. There were no clouds in the sky, yet after making a visual check we could see nothing.

Frank D. Boerngen
FRANK D. BOERNGEN
M/Sgt, USAF

SECRET

#4-C

SECRET

ROIR-CO-2 (A-3864) 1st Ind 20 ..C 1948

Dept. of the Air Force, Hq USAF, Washington, 25, D. C.

To: Commanding Officer, 1227th Air Base Group, Newfoundland Base Command, APO 677, c/o Postmaster, New York, New York

1 Incl:
n/c

/s/ WBm

T 73359

SECRET

COPY

SECRET

HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO.

MCIAXO-S/OWT/dw
Nov 9 1948.

SUBJECT: Request for Investigation

THRU: Chief of Staff
United States Air Force
Washington 25, D.C.
ATTN: AFOIR

TO: Commanding Officer
United States Air Force
APO 677
c/o Postmaster
New York, New York.

1. Reference is made to incoming messages 291600Z, 011930Z, 012045Z and 020800Z from AAF Goose Bay, Labrador, reporting several radar sightings of unidentified aerial objects. It is suggested source Base Intelligence Officer be directed to initiate an immediate investigation of the reported sightings.

2. Pertinent information relative to the reported objects is desired as follows:

a. Was object apparently practicing radar evasive tactics when it disappeared from the scope periodically, or was it running into normal or skip "null" zones affecting appearance of all aircraft?

Five copies of Essential Elements of Information form are attached as an aid to the interviewing officer in obtaining the desired information.

3. It is requested all pertinent material be forwarded to Commanding General Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio, attention MCIAXO-S.

FOR THE COMMANDING GENERAL:

s/ W.R. Clingerman, Col, USAF
for H.M. McCOY
Colonel, USAF
Chief, Intelligence Department.

1 Incl
EEI Form (Quint)

SECRET

SECRET

AIR MATERIEL COMMAND

INCOMING MESSAGE

PRIORITY **PRIORITY** IN 030172

FROM 66 AACS GROUP HQ FT MCANDREW NFLD 012045Z

TO AMCWPAFB

Gte -012045Z

INFO AACS HQ GRAVELLY POINT VA

NEWFOUNDLAND BASE COMD FT PEPPERELL NFLD

ATTN MCIAXO DASH THREA CMA AMC FASNEWT PD

ON THREE ONE OCT FOUR LIGHT AT ONE FIVE FOUR FIVE Z [illegible]

CHARLIE ABLE OPERATOR AT GOOSE BAY CMA LABRADOR [illegible] ABLE TA[illegible]

PN PPI SCOPE [illegible] MBER ONE PD IT APPEARED ABOUT THREE [illegible]

FIELD AND TRAV[illegible]LOD ON ABLE SOUTHWE[illegible] INTO

GROUND CLUTTER AT VIX MILES PD [illegible] SPEED OF

APPROX TWO FIVE MILES PER HOUR PD THIS TARGET WAS [illegible] BY THE

BASE COMMANDER CAA COL [illegible] CANADIAN BASE COMMAN[illegible] GROUP

CAPTAIN VERNER CMA WHO WERE IN THE UNIT AT THE TIME

ACTION COPY

SECRET JB 030530Z NO 2053 E

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 50-2.

T-120 30

195

SECRET

Downgraded to _____ per paragraph 51 and 60a (4), AR 380-5

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

PRIORITY

FROM AAF BASE GOOSE BAY LABRADOR Ø119ØZ

TO AMC WPAFB

CG USAF WASH DC

ACTION COPY

ACTION ATTN MCIAXO DASH THREE CMA INFO ATTN INTEL

Cite 011930Z

IN THE GEORGE CHARLIE ABLE UNIT AT ONE FIVE [illegible] FIVE [illegible] THREE ONE OCTOBER ONE NINE FOUR EIGHT WERE [illegible] OFFICER CMA COLONEL JONES AND ROYAL CANADIAN AIR FORCE STA[illegible] COMMANDER CMA GROUP CAPTAIN VERNER AND GEORGE [illegible] OPERATOR CMA WHO ALL NOTICED ABLE TARGET ON [illegible] PETER IT[illegible] SCOPE GUMBER ONE TRAVELLING ON ABLE SOUTH WEST [illegible] THREE MILES SOUTH OF FIELD PD THIS TARGET THEN WENT INTO [illegible] CLUTTER AT SIX MILES PD ESTIMATED TRAVEL SPEED OF THIS [illegible] TWO FIVE MILES PER HOUR

SEC HSM Ø3163ØZ NR 2Ø45E

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 20-2.

T-7436

195

Incident # 195 [redacted]

Incident # 196

PROJECT "SIGN"
Action Slip

Refers to [illegible] 3 [illegible] 1 Nov 48 Incident No. 196

Location [illegible]

Date & Time of Incident 21 45 Z 1 Nov 48

Initially Reported To MCIAXO-3

Info Recorded On: McBee _____ Witness File ___ Incident File ✓ By [illegible]

Check & Initial: Check List ✓ Chart _____ Graph _____ By ___

Coordinated With: MCIAXO _____ MCIAO _____ MCI _____

Investigation Started: Type [illegible] Date Initiated 5 Nov 48

Initial Investigation Report Rec'd MCIAXO Date 9 Nov 48

Information Requests

1. To WSRE [illegible] 3. To _____
   Subject [illegible] Subject _____
   Date 5 Nov 48 Date _____
2. To _____ 4. To _____
   Subject _____ Subject _____
   Date _____ Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ___ Pending ___ Closed ___

I. [illegible] No. 196

1. Date of Observation 1 Nov 1948 Date of Interview [redacted]

2. Exact time (local) 2145 Z

3. Place of Observation Goose Bay Labrador

4. Position of observer Ground - GCA Radar Station

5. What attracted attention to object :- blip on radarscope

6. Number of objects 1

7. Apparent size Too large for bird and too small for aircraft

8. Color of object - object not seen

9. Shape Could not be determined

10. Structure Could not be determined

11. [illegible] or

12. Distance from observer 3-3/4 miles

13. Direction of flight of object 249° Disappeared on bearing of 182° f/observer

14. [illegible] 4 minutes and 7 seconds - timed with stop watch

15. [illegible] estimated at almost a mile a minute - 60 mph

16. [illegible] None

17. [illegible] None visible

18. [illegible] N/S

19. [illegible] [redacted]

20. [illegible] Traveled in a straight line

21. [illegible] Disappeared from scope on a 182° bearing f/observer

22. [illegible] N/S

23. [illegible] Radio Sonde released at 0300Z 0900Z 1500Z & 2100Z

24. [illegible] 6,000 scattered - visibility 30 miles Wind N 6 MPH

(over)

1932 AACS Sq, Goose Bay Labrador, APO 677, N. Y. — M/Sgt Francis H. Mills, AF 16134800
GCA Operator

Good ability to determine color and speed of moving objects and good ability to determine size at distance. Reliability: good. Character & intelligence: [redacted]

Target picked up on GCA scope at 2145Z 1 Nov at 3-3/4 miles from station on a bearing of 123° from station. Object traveled on a heading of approximately 249° and disappeared at 7-1/2 miles on a bearing of 182° from the station. Blip traveled the 4 miles in 4 minutes and 7 seconds timed with a stop watch. (A speed of approximately 60 mph) Operator stated blip was too small at 7-1/2 miles to be an aircraft and too large to be a bird. Wind was from 270° to 300° and at 5 to 10 MPH. Target witnessed by 2 GCA Operators.

Discrepancy reported: 2d Ind dated 24 Jan 1949 f/Hq 1227th Air Base Gp, Newfoundland Base Command, MATS, para 3a & 3b [redacted]

"By plotting a point 3 and 3/4 miles from the station on a bearing of 123° and following a flight path on a heading of 249° for a distance of 7-1/2 miles where the object disappeared would not put the object's disappearing point 182° from the station.

"This stop message stated [redacted] the object travelled the distance of 4 miles in 4 minutes and 7 seconds timed by a stop watch. If this were true, the object could not have disappeared from seven and one half mile scope on which it was sighted; neither could it have disappeared at one-hundred and eighty-two degrees from the station assuming that it did travel on a heading of 249° as stated."

R/ltr fr CO, ANC, Subj: "Request for Investigation", dtd 9 Nov 1948.

[redacted]

Hq, 1887th Air Base Group, Newfoundland Base Command, MATS, APO 677, c/o Postmaster, New York, N.Y. 24 January 1949.

TO: CO, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTENTION: MCIAXO-S.

1. In compliance with basic letter, the attached reports are submitted.

2. Message 291600Z contained three (3) sightings, which were handled separately and are listed as inclosures #1, #2 and #3. Message 011950Z is listed as inclosure #4. There are no records in this office, or at this station, of a message 012045Z. It is believed that this number is in error. Our message 021515Z, which was initiated by the 1958nd AACS Sq, and addressed to their headquarters, was probably delayed in Message Center and the date time group changed to 022205Z. This message referred to a sighting at 2145Z on 1 November 1948.

3. Our message 021515Z, referred to above, could not be plotted on a sketch of the PPI scope or the base map because:

a. By plotting a point three and three quarter (3 3/4) miles from the station on a bearing of one hundred and twenty-three degrees (123°) and following a flight path on a heading of two hundred and forty-nine degrees (249°) for a distance of seven and one half (7 1/2) miles where the message states the object disappeared, would not put the object's disappearing point one hundred and eighty-two degrees (182°) from the station.

b. This same message stated that the object travelled the distance of four (4) miles in four (4) minutes and seven (7) seconds timed by a stop watch. If this were true, the object could not have disappeared from seven and one half (7 1/2) mile scope on which it was sighted, neither could it have disappeared at one hundred and eighty-two (182°) degrees from the station, assuming that it did travel on a heading of two hundred and forty-nine degrees (249°) as stated.

H/ltr fr CO, AMC, Subj: "Request for Investigation". dtd 9 Nov 1948. 2nd Ind cont'd.

3. The GCA Observer on this particular sighting was M/Sgt Francis H. Mills, AF 16154800 who has departed this station for Separation Point, Westover Air Force Base, Mass. His home address [redacted]

1126 N. Pulaski
Chicago, Illinois

4. Referring to paragraph 2a, basic communication, these objects were not practicing evasive tactics but either faded from view as indicated on sketches #1 and #4 or disappeared into the normal ground clutter as indicated on sketches #2 and #3.

5. In the future, where possible, all sightings of this nature will be reported in the usual manner by TWX and a follow-up report made with sketches and plottings inclosed.

EDWARD R. JIBLES
Captain, USAF
Intelligence Officer

5 Inclst
1. EEI
   a. Sketch PPI scope
   b. Map Goose Bay
   c. Statement M/Sgt Boerngen
   d. Statement S/Sgt Chalette
2. EEI
   a. Sketch PPI scope
   b. Map Goose Bay
3. EEI
   a. Sketch PPI sc[redacted]
   b. Map Goose Bay
4. EEI
   a. Sketch PPI scope
   b. Map Goose Bay
   c. Statement M/Sgt Boerngen
5. EEI

SECRET

Referring to our
message OR1515Z.

1. Date of sighting - 1 November 1948.

2. Time of sighting - 2145Z.

3. Where sighted:

a. Ground

(1) Goose Bay, Labrador
(2) On a bearing of 125° from the station, approximately 3 3/4 miles out.

4. Number of objects - One.

5. Distance of object from observer - approximately 3 3/4 miles.

a, b and c - could not be determined.

6. Time in sight - 4 minutes and 7 seconds, timed by a stop [redacted]

7. Appearance of object - Size of object as it appeared on the PPI scope was too small to be an aircraft and too large to be a bird.

8. Direction of flight - 249°.

9. Tactics or maneuvers - supposedly travelled in a straight line.

10. Evidence of exhaust - None visible.

11. Effect on clouds - None visible.

12. Lights - None visible.

13. Support - None visible.

14. Propulsion - None visible.

15. Control and stability - None visible.

16. Air ducts - None visible.

17. Speed - estimated at 60 MPH.

SECRET

#5

T 72172

76

18. Sound - None

19. None

20. Manner of disappearance

b. Disappeared from scope.

OBSERVER

1. M/Sgt Francis H. Mills, AF 16154800.

2. Address at the time of sighting - 1932nd AACS Sq, Goose Bay, Labrador, APO 677, New York.

Present address - 1195 N. Pulaski, Chicago, Ill.

3. Occupation - GCA Operator

4. Place of business at the time of sighting - 1932nd AACS Sq, Goose Bay, Labrador, APO 677, New York.

5. Hobbies - Not known because observer was not present at time of investigation.

6. Ability to determine

a. Color - good.

b. Speed of moving objects - good.

c. Size at distance - good.

7. Reliability of observer - good.

8. Notes relative to observer on

a. Sightings in general - good

b. Observer noticed the object when it first appeared and began to move on scope.

9. Witnesses - not known since observer was not present for interview.

10. Character and intelligence of all persons interviewed - Excellent.

RADAR

1. Re radars now operating on ground

a. Range - approximately 3 3/4 miles from the station.
Speed - estimated at 60 MPH.
Altitude - could not be determined.
Size - at first observation the object appeared to be the same size as an aircraft. When it disappeared from the 7½ mile scope it appeared too small to be an aircraft and too large to be a bird.

b. Object did not turn.

GENERAL

1. Teletype sequences of local weather conditions.

November 1, 1949

1720Z - High scattered cir, lower scattered cum at 3,500 ft, visibility 30 miles, pressure 1021.4 millibars, temperature 36 degrees F, dew point 23 degrees F, wind NW 10 MPH.

1880Z - High scattered cir, lower scattered cum at 3,500 ft, visibility 30 miles, pressure 1021.0 millibars, temperature 36 degrees F, dew point 26 degrees F, wind WNW 11 MPH.

1920Z - Clear 30 miles, pressure 1020.8 millibars, temperature 35 degrees F, dew Point 25 degrees F wind NW 10 MPH.

2020Z - 8,000 scattered, visibility 30 miles, pressure 1021.5 millibars, temperature 32 degrees F, dew point 21 degrees F, wind WNW 11 MPH. Alto C U .1.

2120Z - 8,000 scattered visibility 30 miles, pressure 1021.8 millibars, temperature 29 degrees F, dew point 16 degrees F, wind W 6 MPH. Alto C U .4/10.

2. Winds aloft report.

November 1, 1948

2100Z

Surface	290	degrees	9	MPH
1,000'	300	"	15	"
2,000'	300	"	14	"
3,000'	310	"	14	"
4,000'	330	"	15	"
5,000'	360	"	18	"
6,000'	010	"	22	"
7,000'	020	"	22	"
8,000'	020	"	25	"
9,000'	020	"	34	"
10,000'	020	"	40	"
12,000'	030	"	39	"
14,000'	030	"	47	"
16,000'	040	"	52	"
18,000'	040	"	50	"
20,000'	050	"	44	"
25,000'	050	"	55	"

3. Both USAF and RCAF Operations were checked and there were no aircraft in the area at the time of observation.

4. Releases of testing devices by Weather Unit, this station, are as follows:

Date	Time Runs Taken		Height in Meters
Nov 1	0300Z	Rawin	10,830
Nov 1	0900Z	Rawin	5,590
Nov 1	1500Z	Rawin	14,240
Nov 1	2100Z	Rawin	14,740

5. It is not known if object contacted earth.

6. It is not known if object came sufficiently near other aircraft or known objects to check for possible radioactivity.

7. It was not possible to plot on a sketch of PPI scope or on map of base.

8. Statement could not be secured as observer has been transferred to Separation Point.

9. It is not possible to obtain fragments or physical evidence of object.

[redacted]

AIR MATERIEL COMMAND - WRIGHT-PATTERSON AF BASE
DAYTON, OHIO

MCIAXO

MCIAXO-3/GWT/dw

SUBJECT: Request for Investigation

THRU: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIR

TO: Commanding Officer
United States Air Force
APO 677
c/o Postmaster
New York, New York

1. Reference is made to incoming messages 291600Z, 011930Z, 012045Z, and 022205Z from AAF Goose Bay, Labrador, reporting several radar sightings of unidentified aerial objects. It is suggested source Base Intelligence Officer be directed to initiate an immediate investigation of the reported sightings.

2. Pertinent information relative to the reported objects is desired as follows:

a. Was object apparently practicing radar evasive tactics when it disappeared from the scope periodically, or was it running into normal or skip "null" zones affecting appearances of all aircraft?

Five copies of Essential Elements of Information form are attached as an aid to the interviewing officer in obtaining the desired information.

T-73352

SECRET

AMC

Subject: Request for Investigation

3. It is requested all pertinent material be forwarded to Commanding General, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio, attention MCIAMD-3

FOR THE COMMANDING GENERAL:

1 Incl
MIS Form (Quint)

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

APOIB-CO-2 (A-3854) 1st Ind 20 Dec 1948

Dept of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding Officer, 1227th Air Base Group, Newfoundland Base Command, APO 677, c/o Postmaster, New York, New York

1 Incl:
a/c

T-73352

SECRET

AIR MATERIEL COMMAND

ADJUTANT COMMANDER'S OFFICE

INCOMING MESSAGE

PRIORITY

FOREIGN COPY

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2.

SECRET

per paragraph 5f and 60a (4) AR 380-5

AIR MATERIEL COMMAND

08:31

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

PRIORITY

FROM 66 AACS GROUP HQ FT MCANDREW NFLD 0222 5Z

TO AMCWPAFB

INFO AACS HQ CRAVELLY POINT VA

NEWFOUNDLAND BASE COMD FT PEPPERELL NFLD

ATTN MCIAXO DASH THREE CMA ANC CMA FARNEST PL

OL MSG FROM GOOSE BAY CMA LABRADOR

TARGET PICKED UP ON GEORGE CHARLIE ABLE SC

FIVE ZEBTA ON ONE NOV AT THREE AND THREE SLANT

STATION AT ABLE BEARING OF ONE TWO THREE

PD BLIP TRAVELED AT ABLE APPROX HEADING OF

AND DISAPPEARED AT SEVEN AND ONE HALF MILES AT BEARING OF

TWO FROM THE STATION PD BLIP TRAVELED

MINUTES AND SEVEN SECONDS

SPEED OF APPROX SIX ZERO MILES PER HOUR PD

TOO SMALL AT SEVEN AND ONE HALF MILES TO BE AN AIRCRAFT

ACTION COPY

SECRET AMH 0910152 N 2766

COPY No. 1

T 720

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 88-2.

196

TEMO Form No. [illegible]
[illegible] 16 Aug 47

SECRET

AIR MATERIEL COMMAND

[illegible]

INCOMING MESSAGE

LARGE TO SE ABLE BIRDPD WIND WAS FROM TWO SEVEN ZERO TO THREE ZERO ZERO DEGREES AND AT FIVE TO ONE ZERO MILES PER HOUR PD THIS TARGET WAS WITNESS NSHKHMWO GEORGE CHARLIE ABLE OPERATO UNQUOTE

ACTION COPY

COPY No. 1

T-72029

pg 2 of 1

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 50-2.

TEMO AMC 48 [illegible]

194

Incident # 196

Incident # 197

PROJECT "SIGN"
Action Slip

Refers to

Incident No. 127

Location Richmond, Indiana

Date & Time of Incident 0435-0455, 5th Nov. 48

Initially Reported To Pub. Rel. O. AMC

Info Recorded On: McBee _____ Witness File _____ Incident File _____ By _____

Check & Initial: Check List _____ Chart _____ Graph _____ By _____

Coordinated With: MCIAAO ✓ MCIAO ✓ MCI _____

Investigation Started: Type Base Supp Officer Date Initiated 6 Nov. 48

Initial Investigation Report Rec'd 8 Nov. 48 Date _____

Information Requests

1. To _____ Subject _____ Date _____
2. To _____ Subject _____ Date _____
3. To _____ Subject _____ Date _____
4. To _____ Subject _____ Date _____

Checked:

Meteorological Data File		Navy		Radio Officer Files	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight	8 Nov.	Weather Station		Other	
Army		Private Flights	8 Nov.	Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ✓ Pending _____ Closed _____

INCIDENT SUMMARY SHEET

Incident No. 197

1. Date and Time of Observation: 5 Nov 48 0435-0455

2. Where Sighted: Richmond, Indiana

3. Observer's Position: Roof of "The Palladium-Item" Bldg., Richmond, Indiana
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Dale Stevens, Sports Editor, The Palladium Item, Richmond, Indiana

5. Occupation and/or hobbies: Sports Writer

6. Attention Attracted by: telephone call which referred attention to an object in the sky

7. Number of Object(s) Seen: 1

8. Size of Object(s): larger than a star

9. Color of Object(s): white

10. Shape (Sketch if Possible) round

11. Nature of Luminosity: like that of a brilliant star
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: great distance

14. Estimated Speed of Object: remained stationary

15. Time in Sight: 20 minutes (from 0435 to 0455)

16. Tactics: Remained stationary

17. Sound made by Object(s): none

18. Direction of Flight of Object(s)

19. Apparent Construction: N/S

20. Effect on Clouds: clouds caused object to appear a bit dimmer

21. Exhaust Trail Color of): no exhaust trail

22. Manner of Disappearance: Behind overcast

23. Weather Conditions at Time of Sighting: low clouds at about 1,000 feet however when obj first sighted night was clear with stars out.

24. Peculiarities Noted: Seemed to flicker a great deal and appeared much larger than a star

25. Summary of Incident: (over)

(See attached page)

Incident 137

At approximately 0435 A. M., 5th Nov, 48 a woman phoned the office of The Palladium Item, Richmond, Indiana, to report a light in the east which she stated resembled a flare hanging from a parachute. Shortly thereafter a man reported the object. Mr Stevens went to the window and saw a brilliant white light a bit south of east. It seemed to flicker a great deal and appeared much larger than a star so he discounted the possibility of it being a heavenly body. Lining it up with a corner of a certain building and observing it for a few minutes he noted no movement. He called the police but they knew nothing of it. Going to the upper roof he watched it for some 10 minutes. He then went down, secured a camera and returned to the roof and proceeded to take a time exposure. Upon his return to the roof he noted that the object appeared dimmer due to an overcast to the east. A short time later the sky was overcast from low clouds estimated at about 1,000 ft. However, when the object was first observed the night was clear with stars out. Mr Stevens thought the size of the object appeared some five to ten times that of a normal star. He took two pictures of the "floating light."

Mr Stevens is considered a trustworthy person. His employer, Paul J. Ingels stated that he attempts to obtain as many true facts as possible. He considers Stevens honest and sincere. Mr. Stevens is a member of the local Junior Chamber of Commerce.

Incident #197

A statement obtained from Professor David Telfair, Astronomer, Earlham College by Capt. R Sneider, Mciaxo-3, revealed that it was the Professor's openion that the object was not a star.

AWESOME HALLEY'S COMET LAST APPEARED IN 1910

BRIGHT NEW COMET

It has a tail extending for 15 million miles

At the first gray [illegible] tiny white [illegible] an astronomer in [illegible] a new and extraordinary comet [illegible] study [illegible] ever the [illegible] that [illegible] Tuesday [illegible] cular comets [illegible]

Three [illegible] of the U. S. [illegible] ever. Moving [illegible] mph. The comet was visible for a [illegible] by the sun's light. [illegible] of almost [illegible] gaseous tail [illegible] at least [illegible] million miles. [illegible] the sun. [illegible] head [illegible] would have happened [illegible] though not so long as [illegible] (above). The appendage of the new comet [illegible]

AT DAWN the new comet is photographed with an ordinary camera from a California mountain. The comet was about 50 million miles away from earth. Star appears as streak because of earth's rotation during 10-minute exposure.

NEW COMET [illegible] made with the 18-inch telescope [illegible] at Palomar [illegible] Shape of comet's glow [illegible]

MCIAXO-3

MCIAXO-3/RRS/[illegible]

Mr Paul Ingels
City Editor
Palladium Item
Richmond, Indiana

SUBJECT: Incident #127

Dear Mr Ingels:

Reference is made to the visit of a representative of this Command to your office 6 November 1948. It is the desire of this Headquarters to express appreciation for the promptness of your report and the cooperation rendered in furthering the interests of the government.

We are interested in all reports of unidentified flying objects and encourage your future cooperation in sending pertinent information to Commanding General, U. S. Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXO-3.

Sincerely yours,

A. R. CLINGINSMITH
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

MCIAXD-3

MCIAXD-3/RRS/aw

Mr Paul Ingels
City Editor
Palladium Item
Richmond, Indiana

SUBJECT: Incident #137

Dear Mr Ingels:

Reference is made to the visit of a representative of this Command to your office 6 November 1948. It is the desire of this headquarters to express appreciation for the promptness of your report and the cooperation you extended in furthering the interests of the government.

We are interested in all reports of unidentified flying objects and encourage your future cooperation in sending pertinent information to Commanding General, Hq. Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXD-3.

Sincerely yours,

J. H. CLING MAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

MCIAXD-3

MCIAXD-3/RTS/cw

Mr Paul Ingels
City Editor
Palladium Item
Richmond, Indiana

SUBJECT: Incident #197

Dear Mr Ingels:

Reference is made to the visit of a representative of this Command to your office 6 November 1948. It is the desire of this headquarters to express appreciation for the promptness of your report and the cooperation you extended in furthering the interests of the government.

We are interested in all reports of unidentified flying objects and encourage your future cooperation in sending pertinent information to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXD-3.

Sincerely yours,

J. T. CLING HAM
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

117

MCLAND-3/TRS/ew
7 Nov 47

MCIAND-3

Mr Dale Stevens
30 North 11th Street
Richmond, Indiana

Dear Sir:

Reference is made to the visit of Capt A. J. Smeiler, Hq. Air Material Command, 8th November 1946, to the Palladium Item, Richmond, Indiana. Your further cooperation is requested in furnishing the following information:

1. What type of camera was used?

2. What type of lens was used with the camera?

3. What was the duration of the first exposure?

4. What was the duration of the second exposure?

5. What time interval passed between the first and second exposure?

6. Was the negative showing the greater order of magnitude the first or second exposure?

7. How was the film processed?

8. Which cloud level appeared first - the top or lower cloud layer?

9. When the object was visible, was the upper layer of clouds above the object, and did the lower level then obscure it?

Please direct your reply by earliest date to Commanding General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAND-3.

Sincerely yours,

W. R. CLINGENDAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

117

[illegible]

MCI-XD-3

Mr Wale Stevens
30 Morto 11th Street
[illegible], Louisiana

Dear Sir:

Reference is made to the visit of Capt A. [illegible] and Mr. [illegible], Air [illegible], [illegible], 8th November 1948, to the [illegible] Lake, Louisiana, and [illegible]. Your further cooperation is [illegible] in furnishing the following information:

1. What type of camera was used?

2. What type of lens was used with the camera?

3. What was the duration of the first exposure?

4. What was the duration of the second exposure?

5. What time interval passed between the first and second exposure?

6. Was the negative showing the greater order of magnitude the first or second exposure?

7. How was the film processed?

8. Which cloud level appeared first - the top or lower cloud layer?

9. When the object was visible, was the upper layer of clouds above the object, and did the lower level then obscure it?

Please direct your reply by earliest date to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCI-XD-3.

Sincerely yours,

W. R. CHAMBERLAIN
Colonel, USAF
Chief, Task Intelligence Division
Intelligence Department

197

STANDARD FORM NO. 64

INCIDENT #197

Office Memorandum - UNITED STATES GOVERNMENT

1 MIAXE/CLA/jrs

TO : Major Michael J. Piatnitza

DATE 8 November [illegible]

FROM MCIAXE-33

SUBJECT: USAF Parachute Flares

1. Reference is made to the discussion regarding subject item this date.

2. Investigation conducted by this office has revealed that, as previously stated, the approximate burning time of USAF Parachute flares never exceeds 5 to 8 minutes and the Flares are most generally designed for a burning time of only three minutes. There is, however, a Tow Type Aerial Flare that consists of several three-minutex flares as a chain tied together which is towed behind an aircraft (but never dropped by parachute), and which is designed to burn one at a time consecutively to facilitate night tracking and gunnery practice.

3. Training Manual, Number TM 9-1981 includes descriptions of all standard type USAF Flares and Signals. It is suggested that the photographs in this manual, which show flares functioning, could possibly be utilized for comparison purposes.

4. This Manual may be obtained from Mr. Hyam, Ordnance Office, [illegible] 2-7139.

C. L. ARNOLD
MCIAXE-33

197

THE PALLADIUM-ITEM
RICHMOND, INDIANA

Dale Steven

to 1,000 feet.

197

THE PALLADIUM-ITEM
RICHMOND, INDIANA

Paul F. Dugle

Strange Glow In Eastern Sky Attracts Notice; Picture Taken

RICHMOND, INDIANA

One of those strange bright lights in the sky attracted the interest of a few local persons early Friday morning.

No one was able to say whether it was one of those "flying saucers" or not. But it remained in the eastern sky for nearly 20 minutes and at least one photographer took a picture of the night visitor.

Two calls were received at The Palladium-Item at 4:35 a. m. about a light which resembled "a flare hanging from a parachute."

According to reports, it was a white light about five or 10 times the size of a normal star. One person said it looked "like a king sized star."

Dale Stevens, sports writer who happened to be in the office writing some stories, said he thought the light flickered a great deal.

"It seemed to grow dim and bright. The sky at the time was clear and stars were visible," Stevens said. "I watched it for a few minutes before I took a picture of it. By 4:55 a. m. a cloud moved in and obscured it entirely."

Stevens said he was impressed by its size and brilliance and the fact that it flickered and seemed to swing.

Professor David Telfair, member of the Earlham college faculty, indicated that perhaps it might have been a flare dropped from a passing plane.

Palladium-Item Photo

Here is a photograph of the "floating light" as seen from the roof of the Palladium Publishing corporation building at about 5 a. m. Friday.

0500 hrs 5 Nov 70

197

Incident # 197

MCIAMD-3

MCIAMD-3/HRS/mr

Mr Paul Ingalls
[redacted]
[redacted]
Richmond, Indiana

SUBJECT: Incident #197

Dear Mr Ingalls:

Reference is made to the visit of a representative of this Command to your office 6 November 1948. It is the desire of this Headquarters to express appreciation for the promptness of your report and the cooperation you extended in furthering the interests of the government.

We are interested in all reports of unidentified flying objects and encourage your future cooperation in sending pertinent information to Commanding General, Hq. Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAMD-3.

Sincerely yours,

W. R. GLINDEMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

17

MCIAID-3

MCIAID-3/HHB/ow

Dec 46

Mr Paul Ingals
City Editor
Palladium Item
Richmond, Indiana

SUBJECT: Incident #197

Dear Mr Ingals:

Reference is made to the visit of a representative of this Command to your office 6 November 1946. It is the desire of this Headquarters to express appreciation for the promptness of your report and the cooperation you extended in furthering the interests of the government.

We are interested in all reports of unidentified flying objects and encourage your future cooperation in sending pertinent information to Commanding General, Hq. Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAID-3.

Sincerely yours,

W. R. CLINGMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

197

MCIAID-3/[redacted]/ew
30 Nov 48

MCIAID-3

Mr Dale Stevens
30 North 11th Street
Richmond, Indiana

Dear Sir:

Reference is made to the visit of Capt R. H. Snelder, Hq, Air Material Command, 8th November 1948, to the Palladium Item, Richmond, Indiana. Your further cooperation is requested in furnishing the following information:

1. What type of camera was used?

2. What type of lens was used with the camera?

3. What was the duration of the first exposure?

4. What was the duration of the second exposure?

5. What time interval passed between the first and second exposure?

6. Was the negative showing the greater order of magnitude the first or second exposure?

7. How was the film processed?

8. Which cloud level appeared first - the top or lower cloud layer?

9. When the object was visible, was the upper layer of clouds above the object, and did the lower level then obscure it?

Please direct your reply by earliest date to Commanding General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAID-3.

Sincerely yours,

[redacted]
Colonel, USAF
[redacted] Intelligence Division
Intelligence Department

197

MCIAXD-3/IRS/mr
35 Nov 46

MCIAXD-3

[redacted]
30 North 11th Street
Richmond, Indiana

Dear Sir:

Reference is made to the visit of Capt R. R. Snelder, Eq, Air Material Command, 5th November 1946, to the Palladium Item, Richmond, Indiana. Your further cooperation is requested in furnishing the following information:

1. What type of camera was used?

2. What type of lens was used with the camera?

3. What was the duration of the first exposure?

4. What was the duration of the second exposure?

5. What time interval passed between the first and second exposure?

6. Was the negative showing the greater order of magnitude the first or second exposure?

7. How was the film processed?

8. Which cloud level appeared first - the top or lower cloud layer?

9. When the object was visible, was the upper layer of clouds above the object, and did the lower level then obscure it?

Please direct your reply by earliest date to Commanding General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXD-3.

Sincerely yours,

[redacted]
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

197

Incident #1974

Office Memorandum • UNITED STATES GOVERNMENT

MCIAXE/CLA/jrs
DATE 8 November 48

TO : Major Michael J. Piatnitsa

FROM : MCIAXE-33

SUBJECT: USAF Parachute Flares

1. Reference is made to the discussion regarding subject item this date.

2. Investigation conducted by this office has revealed that, as previously stated, the approximate burning time of USAF Parachute Flares never exceeds 5 to 8 minutes and the Flares are most generally designed for a burning time of only three minutes. There is, however, a Tow Type Aerial Flare that consists of several three-minutes flares as a chain tied together which is towed behind an aircraft (but never dropped by parachute), and which is designed to burn one at a time consecutively to facilitate night tracking and gunnery practice.

3. Training Manual, Number TM 9-1981 includes descriptions of all standard type USAF Flares and Signals. It is suggested that the photographs in this manual, which show flares functioning, could possibly be utilized for comparison purposes.

4. This Manual may be obtained from Mr. Ryan, Ordnance Office, AMC, Phone 2-7189.

C. L. ARNOLD
MCIAXE-33

THE PALLADIUM-ITEM
RICHMOND, INDIANA

Saturday, Nov. 6, 1948

To: Commanding General
Wright-Patterson Air Force Base
Dayton, Ohio
Attn: MCLAXO-3

Dale Stevens

In compliance with verbal request from a [illegible] of your command herewith is my statement of events as they occurred on or about the 5th of November, 1948 at 0435 hours, central standard time.

I was working in office after hours and [illegible] the [illegible] at approximately 0435 a.m. a lady asked if I had [illegible] light in the east, which she said resembled a flare [illegible] from a parachute. I said I would check on it. Immediately [illegible] up a man called with a similar statement.

I looked out the window and saw a brilliant white light to the east, a bit south. It seemed to be flicker[illegible] and was much larger than a star so I discounted the possibility of it being a heavenly body.

I lined it up with a corner of a building in the valley to see if it was moving and after a couple of minutes perceived no movement. I called the police to check with them and they knew nothing of it.

I went to the upper roof and watched it for about 10 minutes, then came down and got a camera and took a time exposure of it.

By the time I returned to the roof for the picture, the light was a bit dimmer.

Within five more minutes the sky was overcast from low clouds I estimate to be about 1,000 feet.

The sky when I first observed it was clear with stars out.

97

THE PALLADIUM-ITEM
RICHMOND, INDIANA

November [illegible], 1948

To Whom It May Concern:

When I came to work on the morning of November [illegible], 1948 I noted a typed memo from Dale Stevens, a sports editor on the staff, who had worked the night before.

In substance, the note told about the light he had seen in the sky shortly before 5 a.m. on the morning of [illegible] November [illegible]th. His attention had been attracted to the light, he wrote, by two telephone calls that came in about 4:[illegible]. He looked out the window, he said, and saw the light "[illegible] five or ten time the size of a normal star" and proceeded to [illegible] the time and measures of what he saw. His note was left behind with a blossy print which he had made in our darkroom.

I have known Dale Stevens for over two years as a member of the staff here. From my observation and contact, he seems to be a trustworthy person and an honorable citizen. By the nature of his reporting, he is apt to get as many true facts as possible. His alertness is evidenced by the fact that he took two pictures of the "floating light" he saw in the eastern sky over Richmond that morning. I consider him to be honest and sincere. I know that he formerly served with the Air Force. He is married, happily I believe. His habits do not include smoking or drinking. He is a member of the local Junior Chamber of Commerce.

I personally did not see this "light" mentioned above.

Respectfully yours,

Paul F. Ingels

PAUL F. INGELS

97

Strange Glow In Eastern Sky Attracts Notice; Picture Taken

RICHMOND, INDIANA

One of those strange bright lights in the sky attracted the interest of a few local persons early Friday morning.

No one was able to say whether it was one of those "flying saucers" or not. But it remained in the eastern sky for nearly 20 minutes and at least one photographer took a picture of the night visitor.

Two calls were received at The Palladium-Item at 4 35 a. m. about a light which resembled "a flare hanging from a parachute."

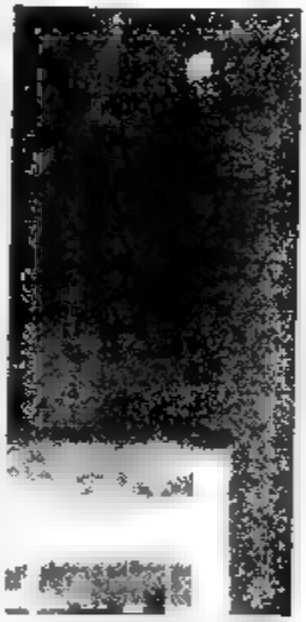
According to reports it was a white light about five or 10 times the size of a normal star. One person said it looked "like a king sized star."

Dale Stevens, sports writer who happened to be in the office writing some stories, said he thought the light flickered a great deal.

"It seemed to grow dim and bright. The sky at the time was clear and stars were visible," Stevens said. "I watched it for a few minutes before I took a picture of it. By 4 55 a. m. a cloud moved in and obscured it entirely."

Stevens said he was impressed by its size and brilliance and the fact that it flickered and seemed to swing.

Professor David Telfair, member of the Earlham college faculty, indicated that perhaps it might have been a flare dropped from a passing plane.



Palladium-Item

Here is a photograph of the "floating light" as seen from the roof of the Palladium Publishing corporation building at about 5 a. m. Friday.

0500 hrs 5 Nov 70

197

Incident # 195

INCIDENT SUMMARY SHEET

Incident No. 198

1. Date and Time of Observation: 6 Nov 1948 1157 hrs

2. Where Sighted: Immediately above Radar Site at Wakkanai, Japan

3. Observer's Position: Ground - operating radarscope
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: N/S

5. Occupation and/or hobbies: Radarscope operator

6. Attention Attracted by: Blip on the radarscope

7. Number of Object(s) Seen: Target at first appeared as single craft and at times as 2 aircraft

8. Size of Object(s): normal for aircraft on radarscope

9. Color of Object(s): N/S (Object was not observed visually at any time)

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: Unknown
(estimated)

13. Estimated Distance of Object from Observer: Could not be estimated

14. Estimated Speed of Object: Varying - from 160 miles to 240 miles per hour

15. Time in Sight: Circled radar site continuously for one hour and 5 minutes

16. Tactics: Target at times gave impression of 2 fighter aircraft dog-fighting. Continuously changed course.

17. Sound Made by Object(s):

18. Direction of Flight of Object(s) Circling

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Low & high cloud formation forming very dense overcast of unknown height.

24. Peculiarities Noted: Blip at times appeared single and at times gave appearance of 2 aircraft in vicinity

25. Summary of Incident: (over)

(See attached page)

Target appeared in ground clutter area during entire period of observation. Target was not observed in station area, and was not observed visually at any time. At times the target appeared as 2 aircraft and at another time as a single aircraft. Gave impression of 2 fighter craft dog-fighting. Evaluated as Soviet aircraft conducting electronic reconnaissance mission. Thought to be a Soviet "Ferret" sine the object was computed to have held a speed of 240 MPH and since the size of blip on radarscope was normal for an aircraft. The unidentified aircraft circled (20 mile radius) continuously for one hour and five minutes immediately above radar site installed at Wakkanai. No authorized aircraft was in the vicinity. Weather conditions precluded visual observation.

CSAF ITEM 4 (SECRET)

HCIAIO-3 FROM OFFICE

REFER ITEM 4, ABC OF 14 DEC 47, RECORDS THIS DO INDICATE AT 2027 WAS LIST OF QUESTIONS RE UNIDENTIFIED A/C SIGHTING OVER HAWAII, 6 NOV 48, FORWARDED TO FEAF AS AFOIN 53417. DETAILS OF REPLY, WHICH WERE INADVERTANTLY OMITTED ON CSAF-4, 30 DEC, WERE TRANSMITTED IN FULL ON HOOVERS TECHNICAL TELECON OF 2 DEC 47 DEC 164.

THIS LISTED HAS BEEN FORWARDED TO FEAF AS A-3005

END CSAF ITEM 4 (SECRET)

SECRET

16 Dec

XO-3

Dec 11 '48

T-84815

Ltr of 9 Nov '48 on Clark Fld.

JEP [redacted]
RDO TELETYPE CONFERENCE NBR 180
FM CG AMC WRIGHT PAT AF BASE OHIO 1419002
TO USAF WASH 25 D C
SUBJECT REGULAR A-2 CONFERENCE
CLASSIFICATION BY ITEMS
PRESENT WERE

MR COLEMAN

END OF HEADING

ITEM 1 AMC /S E C R E T/

SECRET

OTHER FROM MCIARD-3
RET CRAFT OF 7 DEC 48 AND A-3648.
CANNOT CONCUR. OUR LETTER OF 9 NOV SUBJECT: REQUEST FOR INVESTIGATION, REFERS TO A MATTER OTHER THAN THAT WITH WHICH FEAT CABLE NR 1267 DTG 24 NOV 48 EVIDENTLY IS CONCERNED. CRAF-4 OF 30 NOV 48 CG, FEAT, IS IN RESPONSE TO AT 3687, 18 NOV 48. AT-3637, 24 NOV 48 WAS INITIATED BY THIS SECTION, NOT AIRCRAFT SECTION. AT 3687 WAS A MESSAGE TO COMPTROLLER GENERAL. AT 3687 IS NOT CONCERNED WITH THE SAME MATTER AS THE LETTER OF 9 NOV REFERRED TO ABOVE. NO RECORD OF FEAT CABLE NR 1267, 24 NOV 48 CAN BE FOUND HERE. HOW WAS CABLE RELATED TO THIS COMMAND AND WHETT

END ITEM 1 AMC /S E C R E T/

File in TT
Carves Hq USAF
Outgoing

T-84242

190

00

CSAF XXXX 10 / S E C R E T /

MCIAIO-3 TWXX OPNEN

REFER CABLE AT 3027 25 NOV OR A/C

XXXXXXX AT NAHANNI CABLE NR A-1026

A-2 TXAF 25 NOV STATES - EFFORTS ARE

BEING MADE TO OBTAIN ANSWERS TO YOUR

QUERIES. RESULTS WILL BE FORWARDED

YOUR HQ IMMEDIATELY UPON RECEIPT HERE.

END CSAF XXXX 10 / S E C R E T /

SECRET

11/30

T-79613
/98

*198

7 Dec '48

[redacted]

SECRET

[redacted]

12/7

[redacted]

concerns mid. 198

T-81932

53262 MIOT #183

[redacted]

AT 3637

SECRET

CONFERENCE 169 7 Dec 1948 Morning telecon

CSAF 4 S E C R E T

FOLLOWING INFO RECEIVED FROM FEAF BY TELECON IN RESPONSE TO OUR REQUEST FOR SUBSTANTIATING INFO FOR FEAF CONCLUSION THAT UNIDENTIFIED AIRCRAFT OVER WAKKANAI ON 6 NOVEMBER WAS A SOVIET FERRET CLN QUOTE REASON FOR CONCLUSION UNIDENTIFIED OBJECT OVER WAKKANAI WAS SOVIET AIRCRAFT CONDUCTING ELECTRONIC RECONNAISSANCE. MISSION FOLLOWS:

(1) UNIDENTIFIED OBJECT WAS COMPUTED TO HAVE HELD A SPEED OF 340 MILES PER HOUR, AND, THEREFORE, WAS EVALUATED AS AN AIRCRAFT.

(2) SIZE OF BLIP ON RADAR SCOPE WAS NORMAL FOR AN AIRCRAFT.

(3) WEATHER CONDITIONS PRECLUDED VISUAL OBSERVATION

(4) NO AUTHORIZED AIRCRAFT WAS IN THE VICINITY.

(5) UNIDENTIFIED AIRCRAFT CIRCLED (20 KIL RADIUS) CONTINUOUSLY FOR ONE HOUR AND FIVE MINUTES IMMEDIATELY ABOVE RADAR SITE INSTALLED AT WAKKANAI.

REQUEST AMC EVALUATION OF FEAF CONCLUSION THAT A/C WAS A SOVIET FERRET PD PLEASE SEE CSAF 3 CMA TT 164 CMA 2 DEC 48 .

END CSAF 4 S E C R E T

T-81899-6

SECRET

CONFERENCE NO. 164 - MORNING TELECON - 2 DEC 1948

CSAF ITEM #3 S E C R E T

SEE CSAF 4 CMA AFTERNOON TT NO 162 CMA 29 NOV 48 PD IN ERROR WAS STATEMENT THAT AMC WAS INFO ADDRESSEE OF FEAF CABLE ON SIGHTING OF UNIDENTIFIED AIRCRAFT BY RADAR EVALUATED BY FEAF AS A SOVIET FIGHT PD FOLLOWING IS QUOTE OF THIS CABLE: QUOTE SECRET CMA PRIORITY CMA PARAPHRASE NOT REQUIRED PD FROM FEAF SEMI COLON TO CSAF SEMI COLON NR CLN AX 1267 OPNS CMA 24 NOV 48 PD REURAD AFOIN 53417 CMA DATA AVAILABLE IN ANSWER TO YOUR QUERIES CMA AS LISTED CMA FOLLOW CLN A. ALTITUDE UNKNOWN AS NO HEIGHT-FINDING EQUIPMENT AVAILABLE TO SITE WHICH DETECTED AIRCRAFT PD SPEED WAS APPROXIMATELY 160 MPH PD HEADING VARIED CONTINUOUSLY PD. B. BELIEVE RADAR EVASION TACTICS WERE EMPLOYED. C. SIZE OF BLIP ON SCOPE WAS NORMAL FOR AIRCRAFT. D. TARGET WAS IN GROUND CLUTTER AREA DURING ENTIRE PERIOD OF OBSERVATION. E. TARGET WAS NOT OBSERVED IN STATION AREA PD. F. AIRCRAFT WAS NOT OBSERVED VISUALLY AT ANY TIME. G. LOCAL JAPANESE WEATHER STATION REPORTED LOW AND HIGH CLOUD FORMATIONS FOR ING VERY DENSE OVERCAST OF UNKNOWN HEIGHT. NO WINDS ALOFT AVAILABLE. H. NONE. I. TARGET AT TIMES APPEARED AS 2 AIRCRAFT CMA AT OTHER TIME AS SINGLE AIRCRAFT. TARGET CONTINUOUSLY CHANGED COURSE AND GAVE IMPRESSION OF 2 FIGHTER AIRCRAFT DOG-FIGHTING PD NO OTHER INFORMATION AVAILABLE DUE TO PERMANENT ECHO CLOUDING VICINITY AND DIFFICULTY ENCOUNTERED IN TRACKING PD END PD CAF - IN CLN 1512 (25 NOV 48) DTG CLN 240215Z PD UNQUOTE

REQUEST AMC EVAULATION OF THIS MATERIAL BE FORWARDED BY TELECON TO DAB WHEN AVAILABLE PD DOES AMC CONCUR ON THE BASIS OF AVAILABLE EVIDENCE WITH FEAF THAT AIRCRAFT WAS PROBABLY A SOVIET FIGHT QUERY.

END CSAF ITEM 3/ S E C R E T

T-80239-6

AAF Form No. 104 (Rev 20 Jul 47)

ROUTING AND RECORD SHEET

SECRET

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use envelopes when attach to accompany bulky enclosures.

Make routing signal at lower left of front. Remaining space is reserved only for proper spacing of typewritten elements.

AIR TRANSPORT COMMAND

Place initials of director and typist, telephone number and branch to right of signature.

Separate comments by horizontal lines across page.

SUBJECT: Re Mukumsi Sighting

TO: MCIAXF — FROM: MCIAXD-3 — DATE: 11-15-48 — COMMENT NO. 1.

Attn: Mr. Glass

1. Reference is made to TWX from Commanding General, Far Eastern Air Force, 8 November 1948. See attached inclosure.

2. It is requested that the reporting agency be contacted through the most expeditious channels to obtain the following additional information:

a. At first radar reading of target aircraft, what was its altitude, azimuth, speed and heading?

b. Did readings vary as target approached station - were radar evasion tactics employed?

c. Size of blip on scope in comparison to that of known aircraft.

d. Did target enter station ground clutter area?

e. After leaving station ground clutter area was target again observed? What was altitude, azimuth, speed and heading of target while departing, and at what range was target lost?

f. Was aircraft observed visually or heard at any time? If so, what were details, (configurations) of aircraft.

g. Teletype sequences of local weather and winds aloft report at time of radar detection.

h. List of known aircraft or testing devices aloft in the vicinity at the time. Check of all local military installations.

i. Any further information that may seem helpful in determining type of aircraft, its mission and whether its origin is foreign or domestic.

1 Incl
1. Ltr teletype

C. L. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

Maj Gen
RMS/sw
6-5310
Bldg 238

Announced in
CSAF 3 MT 2 Rec'd
4 CSAF 4 MT 7 Rec'd

SECRET

2-73574-B

MCIAXO-3 SECRET 19 Nov 48 2

The Commanding General, Far Eastern Air Force was requested 12 November 1948 to forward to this Command the information outlined in Comment #1.

C. C. BROOKE
Chief, Foreign Liaison Section
Technical Intelligence Division
Intelligence Department

DEC/vrh
6-5522
P 2030
Bldg 288

ROUTING AND RECORD SHEET

SECRET

EOA
MASS
ALC 27

~~PP JEO [illegible]~~

~~PP [illegible]~~

PP JEDAB

NOV 8 19 38

PRIORITY

SECRET

FM UAPLA 16B/CC TYAF [illegible]
TO GIN UAPDC/CIRCFE
INFO JEDTL/CSAT
JEDAB/CC ANC
AF ERMC

/S E C R E T/CITE AT ONE ZERO NINE SIX OPNS-2 PD
SUBJECT IS UNIDENTIFIED AIRCRAFT PD AT ONE ONE FIVE SEVEN HRS ON
SIX NOVEMBER AN UNIDENTIFIED AIRCRAFT WAS DETECTED AT FOUR FIVE
DEGREES TWO FIVE MINUTES NORTH ONE FOUR ONE DEGREES THREE ZERO
MINUTES EAST PD SUBJECT AIRCRAFT CIRCLED AT AN UNKNOWN
ALTITUDE CONTINUOUSLY FOR ONE HOUR FIVE MINUTES IMMEDIATELY ABOVE
RADAR SITE LOCATED AT HANKAMAI PD NO INTERCEPTION WAS ATTEMPTED DUE
TO ADVERSE WEATHER PD UNIDENTIFIED AIRCRAFT IS EVALUATED AS
SOVIET AIRCRAFT CONDUCTING ELECTRONIC RECONNAISSANCE MISSION PD

1-MCIA Sep
2-MCI Sep
3-
4-MCA 9XM21
T-78874

GPN OPNS-2

Indorsement not required. Handle as correspondence per paragraph 51 and 60a (4), AR 340-5.

RE/DEBRIEF NOV

Incident # 198

Incident # 199

INCLOSURE NO. 199

1. Date of Observation 30 Oct 1948 Date of Interview 28 Nov 1948

2. Exact time (local) 1430 PST

3. Place of Observation 10 miles west (off coast) and 15 miles north of Grays Harbor, Washington. 47° 20-1/2' N 124° 42' W

4. Position of observer Air at 8,000 ft from F-82 aircraft on northerly course. Speed of aircraft: 240 MPH

5. What attracted attention to object -

6. Number of objects Unknown but thought to be from 10 to 20

7. Apparent size Could not be determined

8. Color of object At first appeared then yellow then changed to white

9. Shape Undetermined but thought they were egg-shaped

10. Altitude Approximately 8,000 ft

11. Direction from observer NW to observer, then S, then NNE from observer at which time they disappeared

12. Distance from observer Could not be estimated but at all times too far away for observer to distinguish [redacted] they were

13. Direction of flight of object(s) First on a westerly course for about 17 seconds, then changed to a northerly course and disappeared

14. Time in sight 20 seconds

15. Speed Could not be estimated

16. Sound and color None

17. Trail No evidence of exhaust

18. Luminosity No lights - no outstanding reflection

19. Projections Could not be determined

20. Maneuvers Horizontal flight with no apparent change of altitude Did not appear to try to escape

21. Manner of disappearance Seemed to dissolve - didn't go far enough to fade from view

22. Effect on clouds N/S

23. Additional information concerning objects Appeared translucent. Ground radar in operation but did not pick up any unidentified targets

24. Weather conditions 5 mile visibility - fog

(over)

Incident: ~~199~~

Name and address of observer: Lt Kunzman, 318th All Wea Fighter Sq, 325th Fighter Gp, McChord AFB, Washington

Occupation and hobbies: Lt Kunzman is a trained observer

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE OF ACTION: When Lt Kunzman saw the objects they appeared as a very small compact group. At that time they were at 10:00 o'clock position. Later, at a 1:00 o'clock position they seemed to string out to an in-line formation. At first Kunzman could not identify anything. At the time there were clouds up and down the coast but none in the observer's vicinity. The first color Kunzman noticed was yellow. At 1:00 position the color appeared white. At that time Kunzman thought they were seagulls. Number was thought to be from 10 to 20. At no time did Kunzman identify any object. He saw something and mentioned it to MAJ MORRIS, the pilot, who was fairly busy at the time and didn't see the objects. Objects came around to a 3:00 o'clock position in approximately the same type formation. They then appeared white in color. Objects then made a turn back to a 2:30 position, paralleling the course of the F-82 and then faded much as an exhaust flame from an airplane would. At first the object appeared yellow then changed to white. The shape, too, seemed to change slightly. He thought that they looked egg-shaped Part of the time they appeared rather translucent, that is, immediately before disappearance. (In this respect it is pointed out that there was fog and smoke in the vicinity according to weather reports for the vicinity of Grays Harbor) No estimation could be made to size. Objects disappeared on a northerly course. No evidence of aggressive or evasive tactics. Speed could not be estimated other than that they were "fast moving" objects.

NOTE: There seems to be some discrepancy in direction the objects were taking, in the several reports submitted.

CONFIDENTIAL

File No. 24-S

10 January 1949

SUBJECT: Project "SIGN"
SPECIAL INQUIRY

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

ATTN: MCIAED-S

1. Forwarded herewith is a closed report of investigation by Special Agent RONALD C. HILBERNE, this district, 6 January 1949, for your information and necessary action.

2. Request this headquarters be informed of the results of any action taken.

1 Incl:
1. Rpt of S/A HILBERNE dtd 6 Jan 49 (Orig)

R. C. HARMAN
Captain, USAF
Acting District Commander

CONFIDENTIAL

199

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

TITLE:	FILE NO.
Project "SIGN" Unidentified flying objects seen by 1Lt ROBT. L. [illegible], Radar Observer, during flying mission, on 20 Oct 48.	24-2
	DATE: 9 January 1949
	REPORT MADE AT: DO #20, McChord AFB
	REPORT MADE BY: DONALD C. HILDRETH
	PERIOD: 20, 24 and 28 Dec 48
CHARACTER:	OFFICE OF ORIGIN: DO #20, McChord AFB
SPECIAL INQUIRY	STATUS: CLOSED

REFERENCE:

Report of Special Agent DONALD C. HILDRETH, DO #20, McChord AFB, dtd 16 Dec 48.

SYNOPSIS:

Daily log of [redacted] Group, McChord AFB, contains entry concerning report that "flying saucer" had been observed by 1Lt "Lehrmann", about 15 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. Investigation developed that the controlling station (GCI) of the flight of the F-82 aircraft on 20 Oct 48 was Pacific Beach, Washington, and not Hoh Bay, Washington, as previously reported. Records at radar station, Pacific Beach, Wash., checked and there was no record of unidentified objects being observed on the radar during period in question. Commanding Officer at Pacific Beach stated that unidentified objects apparently were not picked up by radar, as they were not recorded as targets. F-82 Aircraft picked up on radar as Target No. 20. Records at McChord AFB indicate Aircraft No. 44[illegible], departed this base at 1500 hours, 20 Oct 48, and returned at 1700 hours, 20 Oct 48. Position of F-82 Aircraft at approximate time of sighting of unidentified objects was plotted.

CLOSED

DISTRIBUTION:	ACTION COPY FORWARDED TO:	FILE STAMP
- CG, Air Materiel Command, Wright-Patterson AFB - 2 Attn: MCMAS-S (action copy) GSI, Hq - 2 File - 2	CG, Air Materiel Command, Wright-Patterson AFB APPROVED: [signature] By C. [illegible] Captain, USAF DISTRICT COMMANDER	

AFOSI-Form 4

CONFIDENTIAL

199

Case File [illegible]
[illegible], McChord AFB

SUBJECT:

AT McCHORD AFB, WASHINGTON

1. On 30 December 48, an extract was made from the daily log of the [illegible]th Aircraft Control and Warning Group, McChord AFB. The log stated: "Capt. [illegible] called from McChord Field to report 'Flying Saucer' observed and reported there yesterday. Maj. Harris & Lt. Lemmons (A/C) were flying on 20 Oct 1948. Lt. Lemmons observed object about 15 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. A/C was flying North, the object approached from the West, general S-E course. Single object at first, then broke up into about 25 pieces, about like birds but not the proper shape to be birds. Objects got in front of A/C went on to West and disappeared. No sound." This entry was dated 21 October 1948 at 1500 hours.

2. In view of the above information, Major [illegible] was contacted and it was learned that the controlling station (G.C.I.) was Pacific Beach, Washington, and not Bush Bay, Washington, as reported in his (Major [illegible]) statement.

AT PACIFIC BEACH, WASHINGTON

3. On 30 December 48, the records maintained on 20 October 1948 by the Radar Station, Pacific Beach, Washington, were reviewed. The controller log indicated that this station contacted the F-82 aircraft at 1500 hours. The next entry on the log, at 1520 hours, indicated that the aircraft had made contact with a boat. The succeeding entries were not relative to this case. The recorder's log showed time and locations of targets. The F-82 had been designated as target No. 20. An overlay was constructed on all targets spotted between 1400 hours and 1600 hours, on 20 October 1948. This overlay showed the location of target No. 20 (F-82) at the approximate time Lt. [illegible] reported seeing the unidentified objects, as being 47 degrees, 50½ minutes North, 124 degrees, 42 minutes West. No record of unidentified objects being observed on the radar during this period.

4. On 30 December 48, Captain [illegible] E. FIRE, AO-[illegible], [illegible]th Aircraft Control and Warning Group, Commanding Officer at Pacific Beach, Washington, was interviewed. Capt FIRE stated that he was controlling officer of radar on 20 October 1948. He stated that Sgt [illegible] and [illegible] L. [illegible], Jr. were making the recordings on the Controller log that day. He also stated that he remembered giving the F-82 type aircraft a bearing to follow over the G.C.I. Station at Pacific Beach. Capt FIRE further stated that the unidentified objects apparently were not picked up by radar or they would have been recorded as a target. Capt FIRE stated that the 20th of October 1948 was a day or two prior to Bush maneuvers and that the Navy had several aircraft carriers in that area.

CONFIDENTIAL

Case file #64-8
DO #80, McChord AFB

AT McCHORD AFB, WASHINGTON

5. On 29 December 48, Sgt ALBERT E. ANDREWS, AF-[illegible], 656th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and sworn statement was obtained. Sgt ANDREWS stated that on 30 October 48 he was on duty as Controller at Pacific Beach, Washington; that at about 1800 hours he received a call from the control station informing him that they were sending an aircraft to his station; that the aircraft was picked up on Radar and then Captain PIPES took over as Senior Controller. ANDREWS stated that to the best of his knowledge no unidentified objects were picked up on the Radar, moving at a great speed. (See statement of Sgt ALBERT E. ANDREWS, Inclosure #1.)

6. On 28 December 48, Sgt JAMES L. BULLOCK, AF-[illegible], 656th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and a sworn statement was obtained. BULLOCK stated substantially the same as Sgt ANDREWS. (See statement of Sgt JAMES L. BULLOCK, Inclosure #2.)

7. On 30 December 48, the records maintained by the 318th Fighter Squadron, McChord AFB, Washington, were reviewed and revealed that Aircraft No. F-82 [illegible], with Major MORRIS as pilot and Lt. EVERNEY as Observer, departed McChord AFB at 1800 hours on 30 October 48 and returned to McChord AFB at 1700 hours, [redacted] 48, indicating an error of one hour in the statements of Major MORRIS and Lt. EVERNEY.

INCLOSURES

1. Statement of Sgt ALBERT E. ANDREWS, dated 29 Dec 48

2. Statement of Sgt JAMES L. BULLOCK, dated 28 Dec 48

CLOSED

CONFIDENTIAL

CONFIDENTIAL

Statement taken by:

DONALD C. HILDRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
28 December 1948

Statement of ALBERT R. ANDREWS Sgt AF-37368334
(Name & Grade) (ASN)

636th Aircraft Control and Warning Squadron, McChord AFB, Washington.
(Organization)

My name is Sgt ALBERT R. ANDREWS. I was born on the 26th day of June 1917, at Buffalo, Missouri. I enlisted in the United States Air Force on the 9th day of September 1947, at Buffalo, Missouri.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILDRETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats, or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October 20, 1948, I, Sgt ALBERT ANDREWS, went on duty as Controller at Pacific Beach, Washington, at 0800 hours, and was relieved by Sgt BULLOCK at 1600 hours. At somewhere around 1500 hours I received a call from Control Station telling me that they were sending an aircraft to our station. We picked him up on our Radar and then Capt. PIPES took over as Senior Controller. I think that Capt. PIPES gave him a new Vector at about or near 1600 hours to bring the plane back over our station.

To the best of my knowledge, no unidentified objects were picked up on our Radar moving at a great speed.

I have read the foregoing statement, which consists of this one page, know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before subscribing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER DEPONENT SAYETH NOT.

Albert R Andrews
Sgt. AF 37368334

Sworn to and subscribed before me
this 28th day of December 1948

J. R. BUTLER
Captain, USAF
Summary Court Officer

CONFIDENTIAL

ENCLOSURE #1

CONFIDENTIAL

Statement taken by:

DONALD C. HILDRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
28th December 1948

Statement of JAMES L. BULLOCK, JR. Sgt. AF-20918757
(Name and Grade) (ASN)

636th Aircraft Control and Warning Sq., McChord AFB, Washington
(Organization)

My name is Sgt. JAMES L. BULLOCK, JR. I was born on the 7th day of November 1919, at Los Angeles, California. I enlisted in the United States Air Force on the 29th day of June 1946, at Pittsburgh, Pennsylvania.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILDRETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats, or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October 30, 1948, my shift was on duty during the day and an aircraft was assigned to us for a mission, but before it arrived my shift went to show. During that day we had quite a number of ships and a few aircraft, so Control Station told us they would send us an a/c for practice interceptions. Captain FIFES was to control the a/c upon being picked up by our Radar Scope.

To the best of my knowledge, no unidentified objects moving at a high rate of speed were picked up by our Radar.

I have read the foregoing statement, which consists of this one page, know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER DEPONENT SAYETH NOT.

James L. Bullock Jr
Sgt - A.F. 20918757

Sworn to and subscribed before me
this 28th day of December 1948.

J. E. KUTTLER
Captain, USAF
Summary Court Officer

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ENCLOSURE #8

CONFIDENTIAL

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HEADQUARTERS, 20TH DISTRICT
OFFICE OF SPECIAL INVESTIGATIONS, (I.G.)
UNITED STATES AIR FORCE
McCHORD AIR FORCE BASE, WASHINGTON

File No. 24-3 | 17 December 1948

SUBJECT: Project "SIGN"
Unidentified Flying Objects
SPECIAL INQUIRY

TO: Commanding General
[redacted]
Wright-Patterson Air Force Base
Dayton, Ohio

ATTN: MCIAEO-S

1. Forwarded herewith is a pending report of investigation by Special Agent DONALD C. SILBERTH, this district, dated 16 December 1948, for your information and necessary action.

2. This is an initial report and no present action is recommended. The investigation is continuing in this district. Subsequent reports will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl:
1-Rpt of S/A SILBERTH
dtd 16 Dec 48 (dup)

MATTHEW THOMPSON
Lt Col., USAF
District Commander

TOP SECRET

CONFIDENTIAL

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

TITLE:	FILE NO.
Project "SIGN"	24-5
	DATE: 16 December 48
Unidentified flying objects seen by 1Lt ROBT. L. KUHLMAN, Radar Observer, during flying mission, on 30 Oct 48.	REPORT MADE AT: DO 480, McChord AFB
	REPORT MADE BY: DONALD C. HILDRETH
	PERIOD: 24 Nov. 7 - 10 Dec 48
CHARACTER:	OFFICE OF ORIGIN: DO 480, McChord AFB
SPECIAL INQUIRY	STATUS: PENDING

REFERENCE:

Ltr fr Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, 10 Nov 48.

SYNOPSIS:

Investigation initiated by Dist Commander, DO 480, on receipt of letter from Hq [redacted] AFB, Dayton, Ohio, requesting investigation of flying objects seen by 1Lt ROBERT L. KUHLMAN, Radar Observer, 318th Fighter Sq, on 30 Oct 48, while on controlled mission. Investigation disclosed 1Lt KUHLMAN saw formation of unidentified objects flying in Easterly, then Northerly direction, at approximately 8,000 feet, approximately 15 miles N. W. of Grays Harbor, Wash., ten miles off the coast. Could give no description as to size, shape, etc. Pilot Major HOWER W. HUMIS did not see objects, but stated 1Lt KUHLMAN is trained observer. Statements obtained from both 1Lt KUHLMAN and Major HUMIS. Further investigation being conducted.

DISTRIBUTION:	ACTION COPY FORWARDED TO:	FILE STAMP
CG, Air Materiel Command Wright-Patterson AFB - 6 Attn: MCLAD-S (action copy) CSI, Hq - 2 File - 2	CG, Air Materiel Command, Wright-Patterson AFB APPROVED: [signature] MATTHEW THOMPSON Lt Col, USAF DISTRICT COMMANDER	

AFOSI-Form 4

CONFIDENTIAL

Case File [illegible]
[illegible], McChord AFB

DETAILS:

1. Investigation initiated by District Commander, [illegible], McChord AFB, Washington, on receipt of letter from Headquarters, Air Material Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 November 48, subject "Project '[illegible]'", requesting investigation of an unidentified flying object allegedly seen by Major [illegible] and Lt. "[illegible]" of the [illegible] All Weather Fighter Squadron, McChord AFB, Washington, on or about 20 October 48 while on a controlled mission for the Air Defense Control Center, [illegible] Aircraft Control Squadron, Everett, Washington. (See Enclosure [illegible])

AT MCCHORD AFB, WASHINGTON

2. On 26 November 48, 2nd Lt [illegible] L. [illegible], AO-[illegible], [illegible] Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Lt [illegible] stated that on 20 October 1948, at approximately 1400 hours, Pacific Standard Time, he saw a formation of unidentified objects, while on a flying mission approximately fifteen miles Northwest of Grays Harbor, Washington. Lt [illegible] stated that these objects were at approximately eight thousand (8,000) feet and travelling, apparently quite rapidly, in an Easterly, then Northerly direction. The objects were in Lt [illegible]'s sight for approximately twenty (20) seconds, and he mentioned the matter to the pilot, Major [illegible], who was fairly busy at that time and did not see the objects. Lt [illegible] stated that these objects first appeared yellow in color, changing to white, then disappeared; that the objects looked rather translucent immediately before disappearance. He could not give any description as to size, shape or other identifying data. (See statement of Lt [illegible], Enclosure [illegible].)

3. On 7 December 48, Major [illegible] WILLIAM [illegible], AO-[illegible], [illegible] Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Major [illegible] stated that on or about 20 October 48, Lt [illegible] and himself left McChord AFB at approximately 1400 hours on a special instrument flight controlled by the G.C.I. ([illegible] Aircraft Control and Warning Group) at [illegible] Bay, Washington. He stated that their first interception proved to be a small freighter travelling South. He was given a bearing to follow for his second interception and just prior to reaching this location his Radar Observer, Lt [illegible] exclaimed over the interphone system that he saw a very fast-moving object in the air and asked Major [illegible] if he had observed it. Major [illegible] stated that he did not see anything and, inasmuch as they had reached the rendezvous of the interception and nothing was visible at that time, he called the Ground Control Station and asked if they had passed over their target. He received the reply, "Break it off. There is nothing there." Major [illegible] stated that the fact that the G. C. I. station had said that they did have a target out there and later on stated there was no target there, was the reason that he had allowed Lt [illegible] to report his observations. He stated that Lt [illegible] is a trained observer. (See statement of Major [illegible], Enclosure [illegible].)

Case File #24-S
DO #20, McChord AFB

4. On 24 November 48, this agent determined, after reviewing the records maintained by Base Operations and the 28rd Military Flight Service Center, McChord AFB, that no United States military or Naval aircraft were flying in the general area mentioned by Lt KUNEMAN, on 30 October 1948, between 1500 and 1600 hours.

5. On 24 November 48, 1st Lt JAMES F. OHLIGSCHLAGER, AO-758214, 2101st Weather Squadron, McChord AFB, was interviewed and the weather sequence was obtained for 30 October at 1515 hours, in the Grays Harbor area. This sequence is as follows:

AMM 210 (8) (9) 5 PK 48/47 ↖ 10 X /5 (1) 515 (0) SKX

The winds aloft report was indicated a fifteen (15) to twenty (20) knot velocity at 250° to 300° from eight thousand (8,000) feet to ten thousand (10,000) feet.

6. On 7 December 48, Major JAMES H. ROSE, AO-906880, S-2, 505th Aircraft Control and Warning Group, McChord AFB, was interviewed and a verbal statement obtained. Major ROSE stated that the Ground Control Station at Neah Bay, Washington, must have picked up some object on the Radar Scope and then lost it prior to Major MORRIS' aircraft arriving at the interception point. Major ROSE stated to this agent that he would cooperate to his utmost to determine if some object was picked up and lost at the time and date indicated by Major MORRIS and Lt KUNEMAN.

7. This agent ascertained the following information relative to Radar Observer, Lt ROBERT L. KUNEMAN: He is well thought of, both as to character and ability, in his organization. He appeared to be above average in intelligence. His perception as to color, superior; as to speed of moving objects, average; as to size at distance, excellent. His reliability, according to Major ROGER WILLIAM MORRIS, pilot, is excellent. His hobbies: Swimming, golfing, soft ball, and model railroad trains.

INCLOSURES

1. Copy of letter from Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 Nov 48
2. Statement of 2nd Lt ROBERT L. KUNEMAN, dated 24 Nov 48
3. Statement of Major ROGER WILLIAM MORRIS, dated 7 Dec 48

FINDINGS

Case File #24-S
DO #80, McChord AFB

UNIDENTIFIED IMAGE

DISTRICT OFFICE NO. 80, McCHORD AFB

AT McCHORD AFB AND BEAR BAY, WASHINGTON

Determine if the objects seen by Lt KUHLMAN on 30 October 48, at approximately 1450 hours, were picked up by the Radar Scope at Bear Bay, Washington. Obtain all available information on the above, if positive.

(U) CONFIDENTIAL

HEADQUARTERS
[redacted]
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAXO-S MCIAXO-S/WWS/ar

SUBJECT: Project "SIGN"

TO: Acting Agent in Charge
20th OSI District (IG)
McChord Field
Tacoma, Washington

1. This Command is charged with the investigation of all reported sightings of unidentified flying objects and is authorized direct communication with all Air Force installations by Dept of the Air Force letter dated 8 February 1948, subj: "Reporting of Information on 'Flying Discs'".

2. A letter from the 654th Aircraft Control Squadron dated 1 Nov 1948 (see incl 1) reports that Maj Morris and Lieutenant Koonsman, both of the 319th All Weather Fighter Sq, 325th Fighter Group, McChord Air Force Base, saw an unidentified flying object 30 October 1948 while on a controlled mission for the Air Defense Control Center, 654th Aircraft Control Squadron, 506th Aircraft Control and Warning Group, Everett, Washington.

3. It is requested that your office conduct an interview of all available witnesses to this incident. In this connection it is desired that the questions listed on the inclosed form "Essential Elements of Information" (see incl 2) be utilized by the interrogating officer. Attention is directed to items listed under "GENERAL" of the attached form. It is important that this information be obtained.

4. Personnel concerned should be advised of the confidential nature of this investigation. All publicity should be avoided.

5. Direct reply to Hq, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio, attn: MCIAXO-S.

[redacted]

2 Incls
1. Ltr f/654th Aircraft Contr Sq
2. "EEI"

/s/ William J Davitt, Lt Col USAF
for N. H. McCOY
Colonel, USAF
Chief, Intelligence Department

A CERTIFIED TRUE COPY:

[redacted]
Captain, USAF

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INCLOSURE #1

Statement taken by:

DONALD C. HILDRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
[redacted]

[redacted] ROBERT L. KUHNAN, 2nd Lt — AO-2027143
(Name and Rank) — (ASN)

[redacted] 318th Fighter Squadron
(Organization

My name is ROBERT L. KUHNAN, 2nd Lt.

I was born on the 12th day of June 1922, at Bellingham Washington. I was commissioned in the United States Air Force on the 26th day of March 19 46, at Randolph Field, California.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILDRETH, whom I know to be a Special Agent, Office of Special Investigations, USAF. No threats or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

Q. (BY AGENT HILDRETH) Lt KUHNAN, I understand that on or about 30 October 1948, while on a flying mission, you sighted an unidentified flying object. Will you state the date and time you sighted this object—giving Zonal Time?

A. I think it was the 30th of October 1948, but I would have to look it up to be sure. We flew practically every day. It was some time in the afternoon. I would say it was just about 2330 hours Zonal Time (1430).

Q. What type of aircraft were you in, and what was the speed, altitude and direction of flight?

A. We were flying an F-82-F; speed at the time was approximately 240; our altitude was approximately 8,000 feet; our direction was Northerly.

Q. What was your distance and direction from a city, town or known landmark?

A. We were ten miles West—off the coast—and about fifteen miles North of Grays Harbor, Washington.

Q. What was the clock position of this object from your aircraft?

A. At the time of the initial sighting, it was 10:00 o'clock and they moved all the way around to 5:00 o'clock and disappeared just as they came back to 2:30.

QLK

Q. What was your latitude and longitude?

A. Unknown.

Q. How many objects were there?

A. That is unknown. It appeared to be a formation. When I first saw it at 10:00 o'clock position it looked like a very small compact group. Later, at 1:00 o'clock position, they seemed to string out to an in-line formation. At first I could not identify anything. At that time there were clouds up and down the coast, but none in our immediate vicinity. The first color I noticed was rather yellow. As they came to the 1:00 o'clock position, the color appeared white, and an in-line formation. At that time I thought they were sea gulls--from ten to twenty. At no time could I absolutely identify any object. I could see something and mentioned it to my pilot, who was fairly busy at the time and didn't see it. They came around to the 3:00 o'clock position in approximately the same type formation--same color. Then at the 3:00 o'clock position they made a turn back to the 2:30 position, parallel with our course, and faded much as an exhaust fume from an airplane would.

Q. What was the distance of the objects from you?

A. I could not tell the distance because of the fact that I did not know what size they were. But they were far enough away at all times that I could not distinguish them.

Q. Can you estimate the altitude?

A. I would estimate they were approximately the same altitude as we were.

Q. How long were they in sight?

A. Approximately twenty seconds.

Q. What was the appearance of the object or objects--color, shape, apparent construction and size?

A. At first sight it was yellow, then changed to white up to the time of disappearance. The shape is unknown--it seemed to change shape slightly. At the time, I really felt in my own mind I had seen something--they looked egg shaped. Part of the time they looked rather translucent--immediately before disappearance. I have no idea of the size, for reasons previously mentioned.

Q. What was the direction of flight of the object or objects?

A. They appeared to be on a Westerly course from the time I sighted them, for about seventeen seconds; then changed to a Northerly course and disappeared.

Q. Describe the tactics or maneuvers of the objects--such as, vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, [redacted]

A. None of these describe it actually. They seemed to fly as I stated before: West to East, thence North, with no apparent change of altitude. They were not trying to attack nor trying to get away from us.

Q. Was there any evidence of exhaust?

A. No evidence of exhaust.

Q. What was their effect on clouds?

A. There were no clouds in that particular area.

Q. Were there any lights reflected or attached to the objects; were they luminous?

A. No lights. There was no outstanding reflection.

Q. What was the means of support?

A. I was not close enough to see any visible means of support.

Q. What propulsion was used?

A. I couldn't tell.

Q. Did the objects have fins or stabilizers?

A. I couldn't see.

Q. Any air ducts?

A. None visible.

Q. What was the speed of these objects?

A. I would not attempt to estimate the speed.

Q. Sound?

A. No sound.

Q. Was any radio antenna to be observed, i. e., any projections or extensions that might presumably be construed as such?

A. No.

Robert L Krueger

Statement of 2nd Lt ROBERT L. KUEZMAN - Cont'd
24 Nov 48

Q. What was the manner of disappearance?

A. They just seemed to dissolve. They didn't go far enough to fade from view.

I have read the foregoing statement, which consists of four (4) pages, and know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

[redacted]

Robert L. Kuezman
ROBERT L. KUEZMAN
2nd Lt, USAF

Sworn to and subscribed before me
this 1 day of Dec 1948.

G. C. Hartman
G. C. HARTMAN
Captain, USAF
Investigative Officer

CONFIDENTIAL

Statement taken by:

DONALD O. HILDEBRAND
Special Agent, OSI

[redacted]

Hatboro Air Force Base, Washington
7 December 1948

Statement of [redacted] Major AO[redacted]
(Name & Rank) (AFSN)

[redacted] Fighter Squadron, Hatboro Air Force Base, Washington
([redacted])

My name is Major [redacted]. I was born on the [redacted] day of June, 1919, at Decatur, Illinois.

I received my commission on the [redacted] day of Mar [redacted] 1942, at Randolph, Texas.

I make the following statement after having heard the 24th Article of War, which was explained to me by DONALD O. HILDEBRAND, whom I know to be a Special Agent, Office of Special Investigations. No force, threats or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

Q. (BY MAJOR HILDEBRAND) Major, would you tell in your own words the story as to what you saw on the 20th of October 1948 when you were flying a mission with Lt. [redacted]?

A. Well, on or about 20 October 1948, Lt [redacted] and myself took off from Hatboro Air Force Base at about 1400 hours on a special instrument flight and proceeded to the West Coast near Moon Bay. At this time we checked in with G.C.I. Control. We were given work to do in the location of surface vessels at sea, also bogies in the air. "Bogies" in the air are moving objects, such as airplanes. We vectored our course to a surface vessel, which turned out to be a lightly loaded freighter which was travelling south, parallel to the coast line. After identification was made, we were vectoring to a new location, which turned out to be nothing—that is, no surface vessel there to be found. Just prior to reaching this location, my Radar Observer, Lt [redacted], contacted over the interphone system that he saw a very fast-moving object in the air and asked me if I could see it. I made a very hurried scan of all the sky which was in front of us and to the right and left, and was not able to see any object. I asked him where the object was and he said he could not see it any more and stated at that time that it must have been one of those flying discs that you hear so much about. I continued to scan the sky to see if I could locate any object whatsoever, and told him at that time that I could not see anything except ship-wake on the surface of the ocean. Then I called the ground control station and

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ENCLOSURE #8

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Statement of Maj. [redacted], Capt.
7 Dec 45

asked them if we had passed our target—that we were unable to locate any object whatsoever on the surface of the ocean. They sent back with the message to break it off—that there was nothing out there. At that time we asked for a new vector to the ground control station just to acquaint ourselves with the landing strip around that station.

After reaching that station and acquainting ourselves with the orientation of it, we were dismissed from any further control and proceeded back to Hulburt, where we were interrogated by Captain [redacted], the Intelligence Officer of the [redacted] Fighter Group.

Inasmuch as I did not see any object and my Radar Observer said that he did, I allowed him to go ahead and make the statement to the interrogating officer that he did see a fast-moving object. The fact that the Ground Control Station had said that they did have a target out there and later on said they did not have a target, is the only reason I allowed that statement to go through on interrogation.

Q. What altitude were you flying at and what course were you on?

A. I estimate that I was flying between five hundred (500) and one [redacted] feet above the surface, on a magnetic bearing of thirty degrees (30°).

Q. What type of aircraft were you in and what was the approximate speed?

A. The type of aircraft is P-38. The air speed was approximately 270.

Q. What was your distance or direction from a city, town or known landmark?

A. I would estimate that I was off the coast twenty (20) miles, on a bearing of [redacted] from Westport, Washington, which is near Grays Harbor.

Q. Is it correct that Lt [redacted] is a trained observer?

A. That is correct.

Q. When Lt [redacted] notified you he had seen the object, were you at that time, or immediately subsequent to that time, in a dive from approximately eight thousand (8,000) feet?

A. Yes. We were descending to the altitude on which we were scanning the ocean. The weather was such that it was solid overcast and clinging from the coast line to Seattle—up to ten thousand feet at Seattle and down to three hundred to five hundred feet at the coast. Therefore, we flew at an eight thousand foot altitude until such time we could let down VFR, and just prior to this statement by Lt [redacted] we were diving and descending from approximately eight thousand feet.

CONFIDENTIAL

Statement of Major [redacted], [redacted]
7 Dec 48

Q. Would it have been possible for condensation on the canopy from your breath to have obtruded in [redacted]'s attention?

A. No. The canopies are so designed that you have ventilation which will take care of that. It obtrudes actually forms than we dreamed.

I have read the foregoing statement, which consists of three (3) pages, and have the contents thereof and other the same is true to the best of my knowledge and belief. Before executing such I have been given the opportunity to make any modifications, additions or corrections that I desire.

[redacted] [redacted]. Thomas W. Mantell

Sworn to and subscribed before me
this 7 day of December 1948.

[redacted]
Captain, USAF
Investigative Officer

CONFIDENTIAL

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MCIAMD-3/[illegible]/mr

MCIAMD-3

Project "SIGN"

Acting Agent in Charge
20th OSI District (IG)
McChord Field
Tacoma, Washington

1. This Command is charged with the investigation of all reported sightings of unidentified flying objects and is authorized direct communication with all Air Force installations by Dept of the Air Force letter dated 6 February 1948, subj: "Reporting of Information on 'Flying Discs'".

2. A letter from the 634th Aircraft Control Squadron dated 1 Nov 1948 (see incl 1) reports that Maj Morris and Lieutenant [illegible], both of the 318th All Weather Fighter Sq, 325th Fighter Group, McChord Air Force Base, saw an unidentified flying object 30 October 1948 while on a controlled mission for the Air Defense Control Center, 634th Aircraft Control Squadron, 505th Aircraft Control and Warning Group, Everett, Washington.

3. It is requested that your office conduct an interview of all available witnesses to this incident. In this connection it is desired that the questions listed on the inclosed form "Essential Elements of Information" (see incl 2) be utilized by the interrogating officer. Attention is directed to items listed under "GENERAL" of the attached form. It is important that this information be obtained.

4. Personnel concerned should be advised of the confidential nature of this investigation. All publicity should be avoided.

5. Direct reply to Hq, Air Material Command, Wright-Patterson AF Base, Wright Field, Ohio, attn: MCIAMD-3.

FOR THE COMMANDING GENERAL:

2 Incls
1. Ltr 2/634th Aircraft Contr Sq
2. "EEI"

E. M. McCOY
Colonel, USAF
Chief, Intelligence Department

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634TH AIRCRAFT CONTROL SQUADRON
Everett, Washington

1 November 1948

SUBJECT: Report on Information on "Flying Discs"

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attention: TSDIX

Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton Field, California
Attention: AC/S, Intelligence

Commanding General
Air Defense Command
Mitchel Air Force Base
Mitchel Field, New York
Attention: AC/S, Intelligence

Chief of Staff
United States Air Force
Washington 25, D.C.
Attention: Director of Intelligence, Requirements Division

1. In compliance with ADC Letter 46-8, 25 March 1948, the following report on "Flying Discs" is submitted:

a. On 30 October 1948, at 1430, MAJOR MORRIS (Pilot) and LIEUTENANT KOCHMAN (Observer), flying in an F-82 type aircraft, fifteen (15) miles northwest of Paciflc Beach, Washington, sighted "Flying Saucer." LIEUTENANT KOCHMAN reported. F-82 was flying north, and "Flying Saucer" approached from the west, on a general west to east course. Object first appeared as a single object, and then burst into [redacted] twenty-five (25) pieces, about the size of birds, but not the proper shape of a bird. Objects appeared in front of aircraft, and then disappeared into the east.

2. MAJOR MORRIS and LIEUTENANT KOCHMAN of the 318th All Weather

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Report on Information on "Flying Discs," 1 Nov 48

Fighter Squadron, 325th Fighter Group, McChord Air Force Base, McChord Field, Washington, were being utilized on a controlled mission by the Air Defense Control Center of the 654th Aircraft Control Squadron, 506th Aircraft Control and Warning Group, Everett, Washington.

3. No photographs were taken of object, and sketches are not available. No information available as to color, speed, maneuverability, altitude or sound. No exhaust trail reported.

E. J. LOBATO
Maj, USAF
Commanding

CONFIDENTIAL

Incident # 200

INCIDENT SUMMARY SHEET

Incident No. 200

1. Date and Time of Observation: 17 Oct 48 1610Z
2. Where Sighted: Crescent City, Calif
3. Observer's Position: ground
   (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Edgar W. Allen, 3rd and Leaf Ave., Crescent City, Calif.
5. Occupation and/or hobbies: Barber
6. Attention Attracted by: Glint of light
7. Number of Object(s) Seen: 1
8. Size of Object(s): 25 feet long
9. Color of Object(s): silver
10. Shape (Sketch if Possible) eggshaped with fins
11. Nature of Luminosity: N/A
    (directed beam of light?)
12. Altitude of Object: (5,000 to 25,000 feet) - Mr Allen thought 10,000 ft.
    (estimated)
13. Estimated Distance of Object from Observer: 2 miles N/A - was seen laterally
    at a 60° angle of elevation from horizon
14. Estimated Speed of Object: 300 mph
15. Time in Sight: 2 to 4 minutes
16. Tactics: Made 1 short bank and then rounded curve
17. Sound Made by Object(s): none
18. Direction of Flight of Object(s) southerly
19. Apparent Construction: solid construction - like nickel plated
20. Effect on Clouds: None
21. Exhaust Trail (Color of): None
22. Manner of Disappearance: Faded from view
23. Weather Conditions at Time of Sighting: Ceiling: Unlimited - visibility 20 miles
24. Peculiarities Noted: Object shaped like bullet - no wings being noticeable
25. Summary of Incident:
    (See attached page)

Incident: 200

About 1610, 17 Oct 1948 while at his home at 3rd and Leaf Ave., Crescent City, Calif, R. W. Allen saw a silver colored object at an estimated height of about 10,000 ft which resembled a plane traveling at high speed. Object was shaped like a bullet, no wings being noticeable. However, a tail structure was visible. The object had the appearance of being nickel-plated. No smoke or noise was noticeable.

Mr Allen is a man between 45 and 50 yrs of age and has a good reputation among friends and neighbors, is of average intelligence and good character.

Local flight schedules revealed no known flights. No releases of test vehicles in vicinity at the time.

INCIDENT SUMMARY SHEET

Incident No. [illegible]

1. Date and Time of Observation: 17 Oct 1948 - 1610
2. Where Sighted: Crescent City Light Station
3. Observer's Position: (i. e., ground, air, control tower, etc.) ground
4. Name and Address of Observer: Andrew E. Siler, Grants Pass, Oregon
5. Occupation and/or hobbies: Fisherman
6. Attention Attracted by: sound which came from piper cub plane flying in vicinity
7. Number of Object(s) Seen: 1
8. Size of Object(s): N/S
9. Color of Object(s): silver
10. Shape (Sketch if Possible) egg-shaped - similar to blimp
11. Nature of Luminosity: (directed beam of light?) N/S
12. Altitude of Object: (estimated) N/S
13. Estimated Distance of Object from Observer: N/S
14. Estimated Speed of Object: 300 MPH
15. Time in Sight: N/S
16. Tactics: N/S
17. Sound Made by Object(s): None
18. Direction of Flight of Object(s) South
19. Apparent Construction: N/S
20. Effect on Clouds: N/S - no clouds
21. Exhaust Trail (Color of): none
22. Manner of Disappearance: did not notice
23. Weather Conditions at Time of Sighting: CAVU - visibility 20 miles
24. Peculiarities Noted: No wings or tail structure
25. Summary of Incident:
(See attached page)

INCIDENT SUMMARY SHEET

Incident No. 200a

1. Date and Time of Observation: 17 Oct 1948 - 1610
2. Where Sighted: Crescent City Light Station
3. Observer's Position: (i.e., ground, air, control tower, etc.) ground
4. Name and Address of Observer: Andrew M. Siler, Grants Pass, Oregon
5. Occupation and/or hobbies: Fisherman
6. Attention Attracted by: sound which came from piper cub plane flying in vicinity
7. Number of Object(s) Seen: 1
8. Size of Object(s): N/S
9. Color of Object(s): silver
10. Shape (Sketch if Possible) egg-shaped - similar to blimp
11. Nature of Luminosity: (directed beam of light?) N/S
12. Altitude of Object: (estimated) N/S
13. Estimated Distance of Object from Observer: N/S
14. Estimated Speed of Object: 300 MPH
15. Time in Sight: N/S
16. Tactics: N/S
17. Sound Made by Object(s): None
18. Direction of Flight of Object(s) South
19. Apparent Construction: N/S
20. Effect on Clouds: N/S - no clouds
21. Exhaust Trail (Color of): none
22. Manner of Disappearance: did not notice
23. Weather Conditions at Time of Sighting: CAVU - visibility 20 miles
24. Peculiarities Noted: No wings or tail structure
25. Summary of Incident:
(See attached page)

Incident: 200a

At about 1610, 17 Oct 1948 Mr Andrew H. Siler, a fisherman, heard the sound of a plane. Looking up he saw a silver-colored egg-shaped object that had the appearance of a small blimp traveling south at about 300 mph. No wings or tail structure was visible nor was there any smoke visible. No noise was heard from the object. The sound which attracted observer's attention came from a small piper cub type plane. Mr Siler did not watch to observe where the object went.

INCIDENT SUMMARY SHEET

Incident No. [illegible]

1. Date and Time of Observation: 17 Oct [illegible] 1610

2. Where Sighted: Crescent City, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Ernest Haley Box 496, Crescent City, Calif

5. Occupation and/or hobbies: Dry Cleaner

6. Attention Attracted by: glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): Unknown

9. Color of Object(s): Unknown Color

10. Shape (Sketch if Possible) like small plane

11. Nature of Luminosity: reflected light
(directed beam of light?)

12. Altitude of Object: Between 20 and 25,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/A

14. Estimated Speed of Object: N/A

15. Time in Sight: 4 to 5 minutes

16. Tactics: Made a [illegible] turn and bank to the right. then made sharp turn to the south

17. Sound Made by Object(s): none

18. Direction of Flight of Object(s) southerly

19. Apparent Construction: metallic

20. Effect on Clouds: N/A

21. Exhaust Trail (Color of): none

22. Manner of Disappearance: gradually disappeared

23. Weather Conditions at Time of Sighting: [illegible]

24. Peculiarities Noted: None

25. Summary of Incident: (over)
(See attached page)

Incident: 200b

At about 1610, 17 Oct 1948 Mr Ernest Haley saw a small silver colored object resembling a small plane proceeding in a southerly direction S. E. of Battery Point, Crescent City, at an altitude between 20 and 25,000 feet. The object remained in view for 4 to 5 minutes. At one time it made a 45° turn and bank to the right, a sharp bright flash came from the object as the sun hit the topside, the object then made a sharp turn to the south and gradually disappeared.

Mr Haley is about 47 years of age, of good character and reputation and of average intelligence. He is considered reliable.

INCIDENT SUMMARY SHEET

Incident No. 200a

1. Date and Time of Observation: 17 Oct 1948 1610

2. Where Sighted: Crescent City, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mrs Alice Ruggi, 150 S. A. St., Crescent City, Calif

5. Occupation and/or hobbies: housewife

6. Attention Attracted by: Glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): "small"

9. Color of Object(s): silver

10. Shape (Sketch if Possible) elliptic

11. Nature of Luminosity: reflected light or light against a mirror
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: "very fast"

15. Time in Sight: N/S

16. Tactics: Made a sharp bank of about 45° to the right, resumed course

17. Sound Made by Object(s): none

18. Direction of Flight of Object(s) N/S Southerly

19. Apparent Construction: N/S - presumably metallic

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): none noticed

22. Manner of Disappearance: N/S - disappeared at sea

23. Weather Conditions at Time of Sighting: Clear

24. Peculiarities Noted: Brightness of the object

25. Summary of Incident:
(See attached page)

Incident: 2000

While conversing with Mr Ernest Haley on Battery Point, Crescent City, Calif, Mrs Elias Heaggi, housewife, saw a small silver-colored object that reflected light. The object was elliptic in shape and was traveling very fast in a southerly direction and remained in sight for 2 minutes. It was traveling about 5,000 feet higher than a plane flying north. Shortly after sighting, the object made a sharp bank of about 45° to the right then resumed its course, disappearing to sea. No smoke or noise was heard from the object. At all times the object gave off a brilliant flash like that of sunlight on a glass mirror.

Mrs Heaggi is 70 years of age, of Swiss extjaction, and is a long-time resident of Crescent City. She is of average intelligence, and has a good character and reputation. She had no idea of speed, range or altitude. She thought the object different than any other airborne aerft she had ever seen. The brightness of the object impressed her most.

UNITED STATES COAST GUARD

CONFIDENTIAL

ADDRESS REPLY TO
COMMANDANT
U. S. COAST GUARD
HEADQUARTERS
WASHINGTON 25, D. C.

23 December, 1948
FILE IET 64 (R)

From: Commandant, U. S. Coast Guard
To: Commanding General, Headquarters Air Materiel Command, U. S. Air Force, Wright Field, Dayton, Ohio

Subj: Aerial phenomenon at Crescent City, Calif.

1. Reference is made to your first indorsement dated 23 November, 1948, to Coast Guard Headquarters' letter of 8 November, 1948, concerning the subject, in which you transmitted copy of a form entitled "Essential Elements of Information" and requested that answers to the questions contained therein be obtained. In accordance with your request there is inclosed a typewritten copy of the aforementioned form prepared by the reporting officer, together with statements of witnesses to the phenomenon.

2. Your file is returned herewith.

By direction of the Commandant.

S. Y. Hammond

S. Y. HAMMOND
LCDR, USCG
Chief, Intelligence
& Law Enforcement Division

Incls
1. Report
2. Statements of witnesses
3. Your file

200

RESTRICTED

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. Date of sighting. 17 October, 1948

2. Time of sighting (Zonal by 24 hr clock) 1610

3. Where sighted:

a. Ground

(1) City, town Crescent City, California

(2) Distance and direction from city or town road, intersections, etc. Two (2) miles South East of Battery Point

(3) From Building (story), Yard, etc. Yard

(4) Map coordinates showing latitude and longitude; Enclosed

b. Not applicable

c. Not applicable

4. Number of objects. One (1)

a. Formation. None

5. Distance of object from observer. Two (2) miles

a. Laterally or horizontally. Laterally.

b. Angle of elevation from horizon. 60°

c. Altitude. 5,000 to 25,000 feet.

6. Time in sight. Two (2) to four (4) minutes.

RESTRICTED

Jno

7. Appearance of object.

   a. Color. Silver.

   b. Shape. Eggshaped.

   c. Apparent construction. Solid.

   d. Size. About twenty five (25) feet.long.

8. Direction of flight. Southerly.

9. Tactics or maneuvers. one (1) short bank and resumed course.

   a. Horizontal

10. Evidence of exhaust. None.

11. Effect on clouds. Clouds less one (1) percent None.

12. Lights. None

13. None seen.

14. Not discernable.

15. None.

16. None visible.

17. Speed - MPH three hundred (300) estimated

18. Sound. None

19. Radio antenna, projections. none observed.

20. Manner of disappearance. Faded from view.

Relative to the observer

1. Name of observer: Edgar W. Allen

2. Address of observer: Third and Lanf Ave., Crescent City, California

3. Occupation: Barber

4. Place of business: Central Hotel, Crescent City, California

   a. Employee

5. and 6. Unknown

7. Reliability of observer:

   a. [redacted]

      (1) Neighbors: Very good.

8. Notes relative to observer on:

   a. Sightings in general: Unknown

   b. How attention was drawn to object:

      (1) Glint of light.

9. Witnesses: Same as observer.

10. Comments of interrogator re intelligence and character of person interrogate.

Edgar W. Allen is a man between 45 and 50 years of age, has a good reputation among his friends and neighbors, of average intelligence and good character.

Relative to the observer

1. Name of observer: Andrew Siler

2. Address of observer: Leonard Road, Grants Pass, Oregon

3. Occupation: Fisherman

4. Place of business: Same as address of observer

5. and 6. Unknown

7. Reliability of observer:

   a. Source

      (1) Neighbors: Very good

8. Notes relative to observer on:

   a. Sightings in general: Unknown

   B. How attention was drawn to object:

      (1) Glint of light

9. Witnesses: Same as observer.

10/ Comments of interrogator re intelligence and character of person interrogate.

Andrew Siler is about 19 years old, of good character, enjoys a good reputation for honesty and reliability, and is of average intelligence He did not exercise any curiosity as to what he saw, assuming it was some new type of airborne equipment.

.../...

Relative to the observer

1. Name of observer: Ernest Haley

2. Address: Box 496, Crescent City, California

3. Occupation: Dry Cleaner

4. Place of business: Vouge Cleaners, Crescent City, California

   a. Employee

5. and 6. Unknown.

7. Reliability of observer

   a. Source

      (1) Neighbors, very good

8. Notes relative to observer on

   a. Sightings in general: Unknown

   b. How attention was drawn to object:

      (1) Glint of light

9. Witnesses:

   a. Same as observer

10. Comments of interrogator re intelligence and character of person interrogated.

    Mr. Haley is a man about fourty seven (47) years of age, a long resident of Crescent City, California, of goog chagrachter and reputation among his neighbors. Of average intelligence and considered reliable.

300

Relative to the observer

1. Name of observer: Mrs. Kline Hanggi
2. Address of observer: 150 S. A. St., Crescent City, California
3. Occupation: Housewife
4. Place of business: Not applicable in this case
5. and 6. Unknown
7. Reliability of observer:
   a. Source
      (1) Neighbors: Very good
8. Notes relative to observer on:
   a. Sightings in general: Unknown
   b. How attention was drawn to object:
      (1) Glint of light
9. Witnesses: Same as observer
10. Comments of interrogator re intelligence and character of person interrogate.

Mrs. Hanggi is of Swiss extraction, is 70 years of age, is a long time resident of Crescent City, of good character and reputation, is of average intelligence. Mrs. Hanggi has no idea of speed, range or altitude, the object she saw was different than any other airborne craft she has seen, what has impressed her was the brightness of the object as though it was nickel plated.

Relative to Radar Sightings

1. No radar sights known to be made

GENERAL

1. Teletype sequences of local weather conditions: None made this area.

2. Winds aloft report: None available.

   a. Weather report at Crescent City, California airport at 1530,
      Ceiling; unlimited
      Visibility; twenty miles
      Tempature; 72° F.
      Dew point; 48
      Clouds; less one (1) per cent
      Ground wind; Southwest five (5)

3. Local flight schedules (all types): None

4. Possible releases of testing devices in vicinity: None

5. Not applicable in this case.

6. Not applicable in this case.

7. None.

8. Signed statements enclosed.

9. Not applicable in this case.

CECIL MAC LEOD, CBOGN, USCG
GROUP COMMANDER

Crescent City, Cal.

10 December, 1948

STATEMENT OF MRS. ELISE HENGGI

At about 1610, 17 October, 1948 while conversing with Mr. Ernest Haley on Battery Point, Crescent City, Cal., I saw a small silver colored object that reflected light as light against a mirror, this object was elliptic in shape and traveling very fast in a southerly direction, and remained in sight for about two (2) minutes, another plane was in sight at the same time heading north, the silver colored object was about 5,000 feet higher than the plane flying north. Shortly after sighting, the plane or object made a sharp bank of about 45 °to the right then resumed her course, disappearing to sea, no smoke or noise was heard from the object, at all times the object gave off a brilliant flash as from the sun shinging on a glass mirror.

/s/ MRS. ELISE HENGGI

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.

CECIL MAC LEOD, CBOSN, USCG

100

Grants Pass, Oregon

10 December, 1948

STATEMENT OF ANDREW N. SILER

At about 1610, 17 October, 1948 while at Crescent City Light Station my attention was attracted by the sound of a plane, looking up I saw a silver colored egg shaped object that had the appearance of a small Blimp traveling south at about 300 miles an hour. No wings or tail structure was visable, no smoke was visable or any noise heard from it. The plane that attracted my attention prior to seeing the silver colored object was a small piper cub type plane. I only glanced up at the object and did not watch to see where it went.

/s/ ANDREW N. SILER

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.

CECIL MAC LEOD, GROSN, USCG

200

Crescent City, Cal.

10 December, 1948

STATEMENT OF EDGAR W. ALLEN

At about 1610, 17 October, 1948 while at my home at 3rd and Lauf Ave. I saw at an estimated height of 10,000 feet a silver colored object resembling a plane traveling at high speed, this object was shaped like a bullet, no wings being noticeable, however a tail structure was visable. The appearance of this object was as though it was nickel plated. No smoke or noise was noticeable or [redacted]

/s/ EDGAR W. ALLEN

[redacted]

CECIL MAC LEOD, CBOSN, USCG

100

Crescent City, Cal.

10 December, 1948

[redacted]

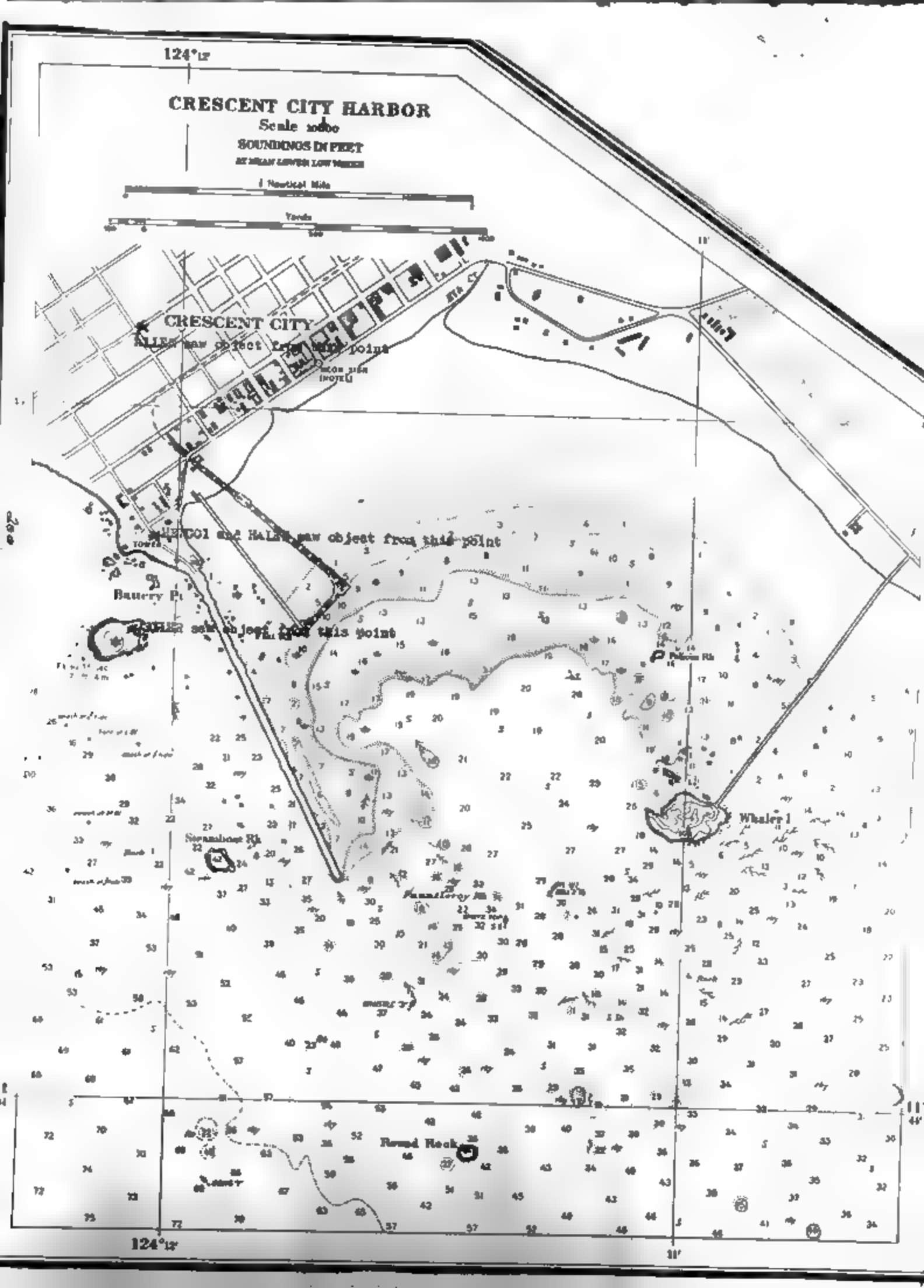
At about 1610, 17 October, 1948 while in my garden on Battery Point, Crescent City, Cal. I saw a small silver colored object resembling a small plane proceeding in a southerly direction S.E. of Battery Point, Crescent City at a high altitude estimated at between twenty and twenty five thousand feet, this object remained in view for a period of four to five minutes, at one time the object made a 45° turn and bank to the right, a sharp bright flash came from the object as the sun hit the topside, the object then made a sharp turn to the south and gradually disapeared. No smoke or sound came from this object.

/s/ ERNEST BAILEY

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.

CECIL MAC LEOD, CBOSN, USCG

2..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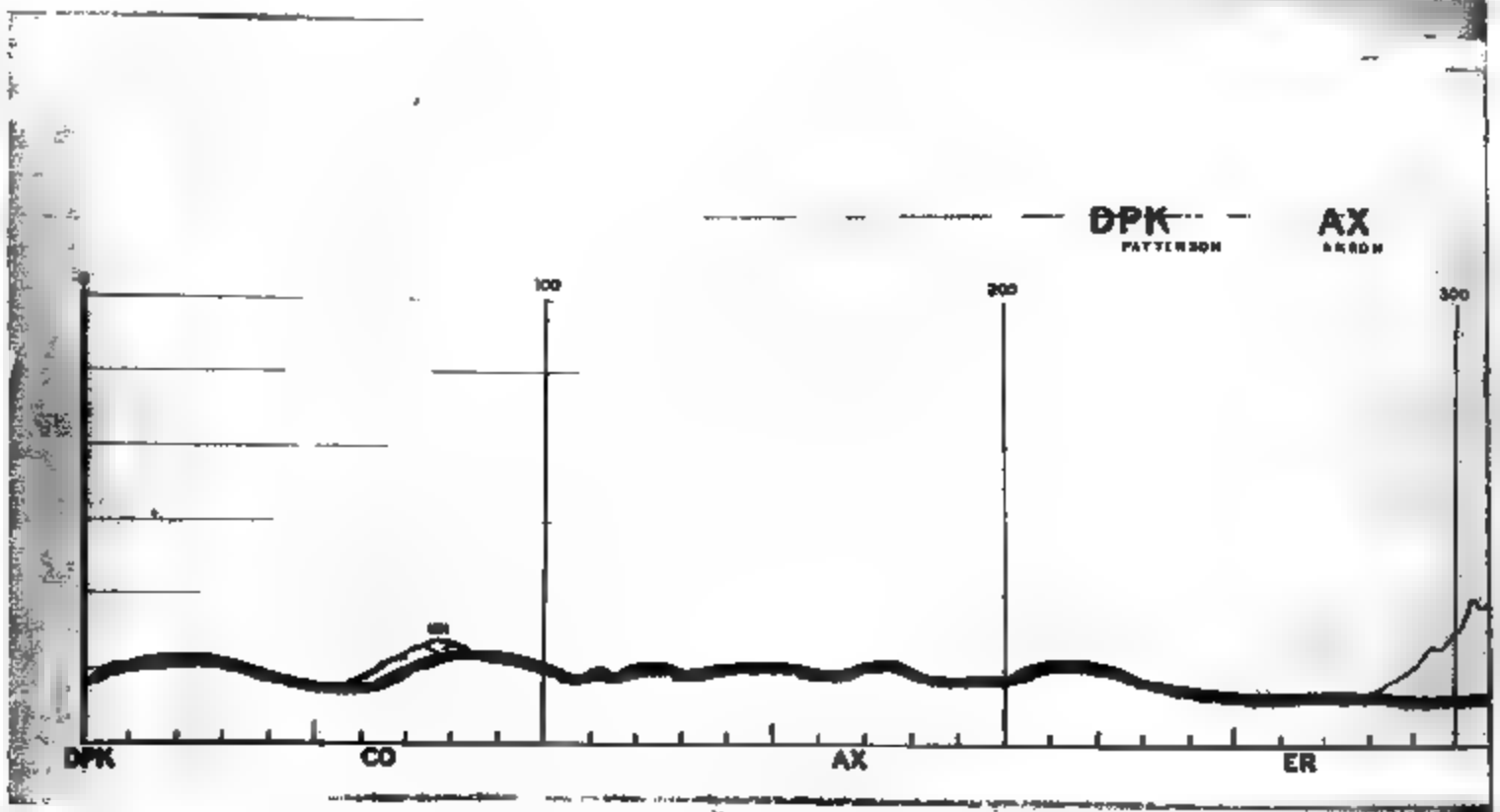
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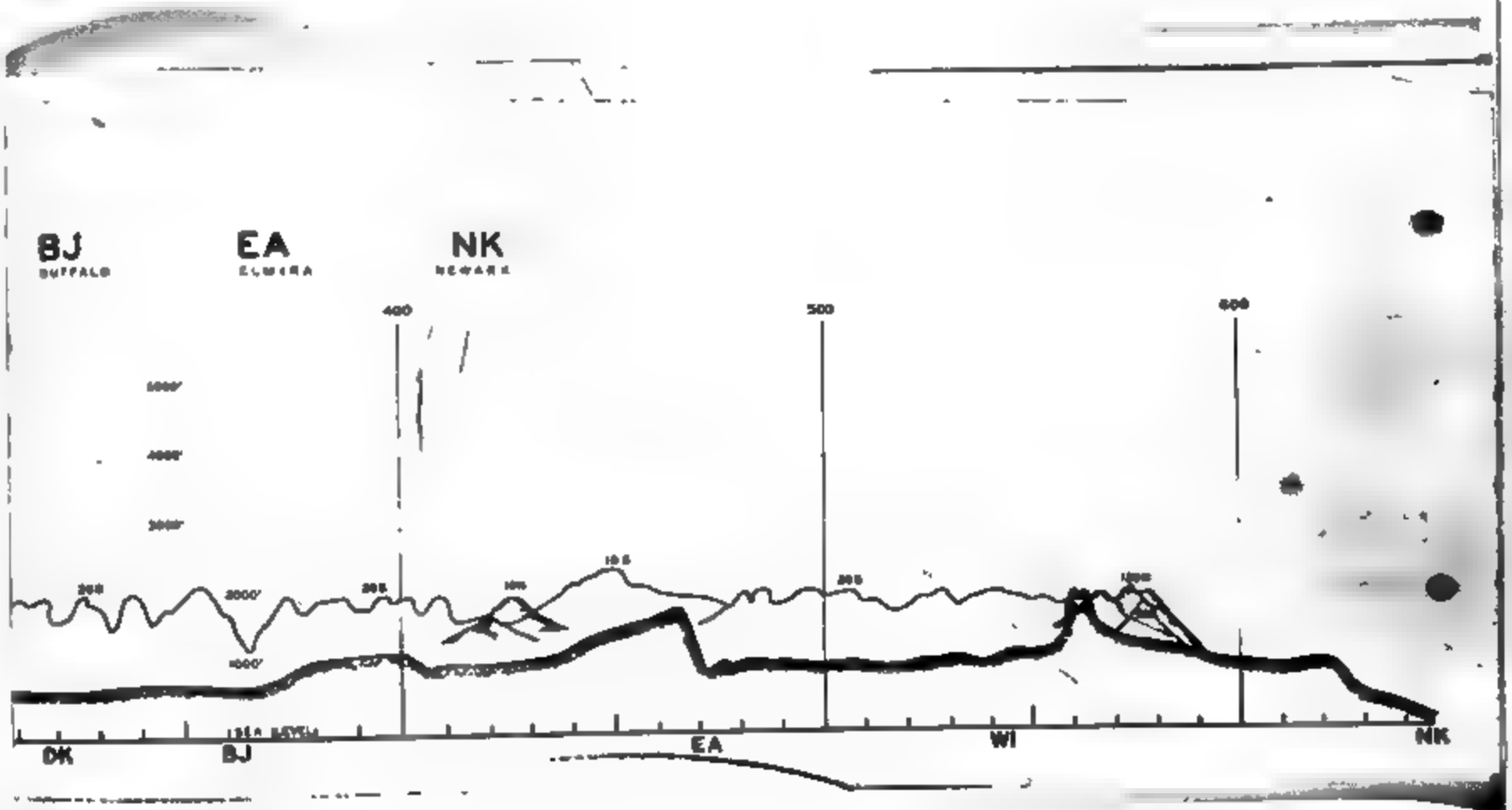
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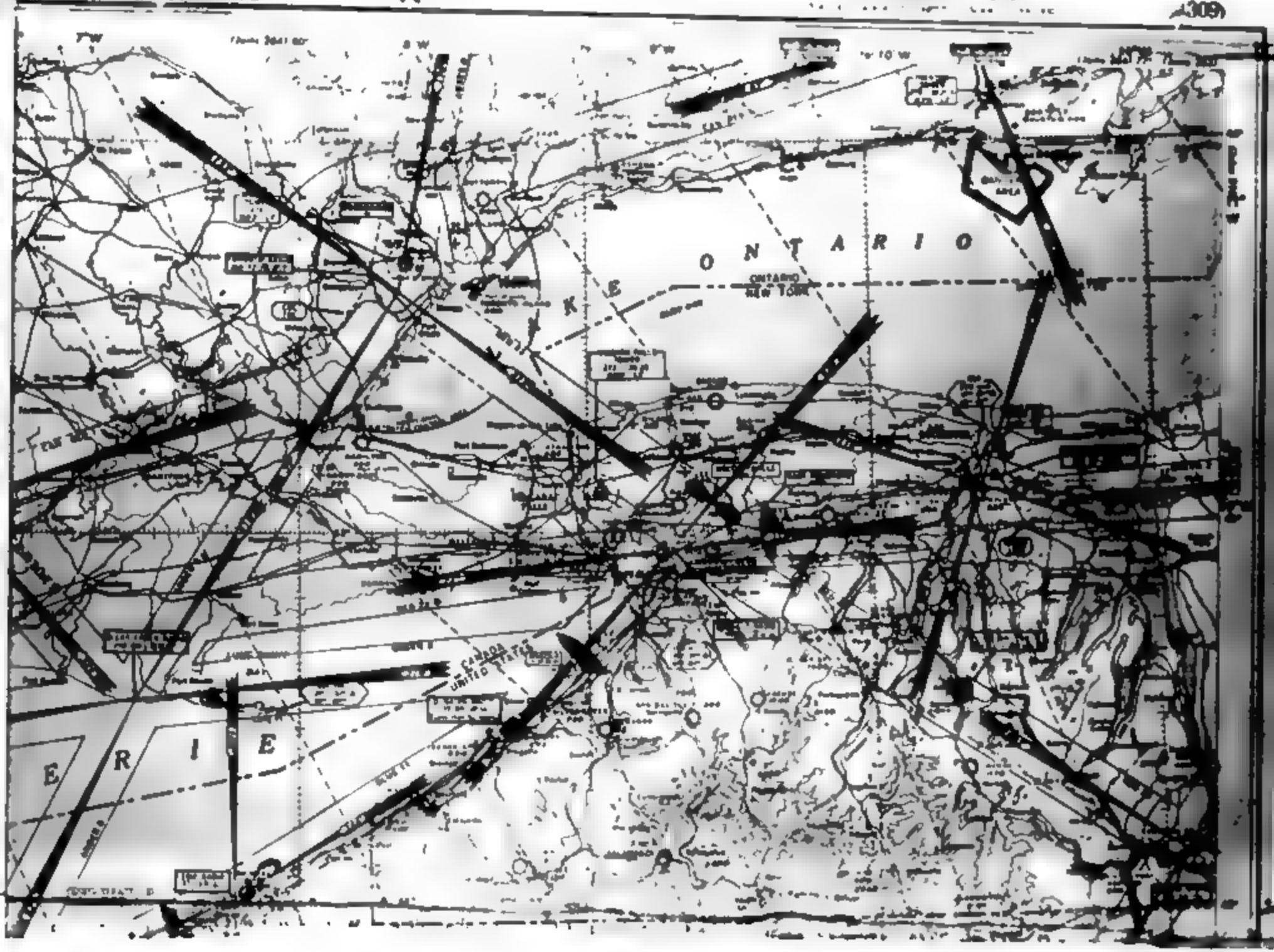
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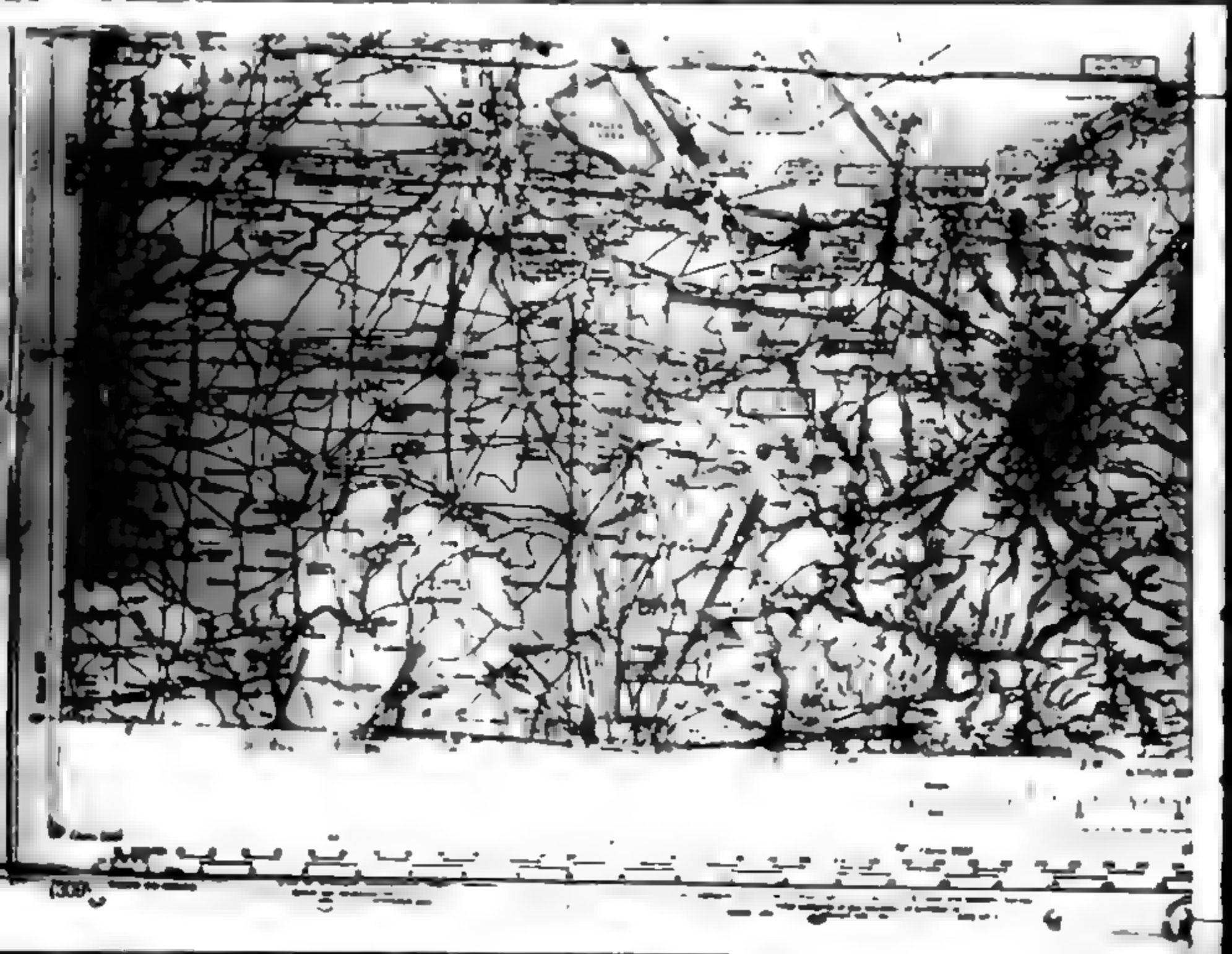

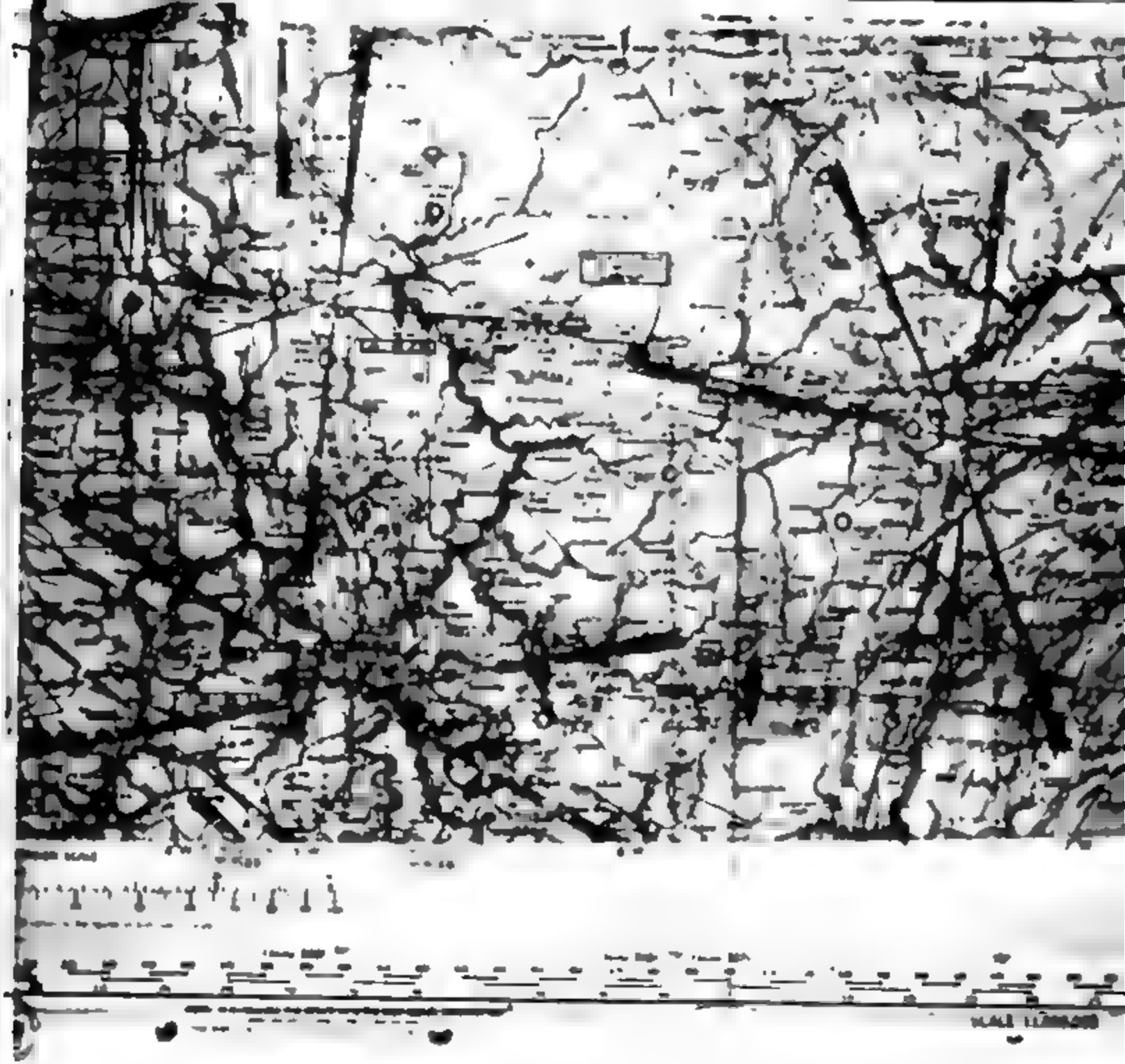

CONFIDENTIAL

Subject: Project "SIGN"

1st Ind MCIAIO-3/WMS/mw

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio NOV 23 1948

TO: Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C.

1. This Command is charged with the investigation of all reported sightings of unidentified aerial objects. In accomplishing such investigations existing military investigative agencies are utilized. However, no known investigative agencies are located within the immediate vicinity of Crescent City, California, where sighting mentioned in basic letter occurred.

2. The assistance of Coast Guard personnel is therefore requested in conducting an interview of the individual witnesses who reported the Crescent City sighting.

3. It is desired that pertinent questions outlined in inclosed form, Essential Elements of Information (EEI) be answered. It is particularly important that information requested under "General" of the attached form be obtained.

4. All persons should be advised to avoid publicity in this matter.

5. Direct reply to Commanding General, Hq, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, attention MCIAIO-3.

FOR THE COMMANDING GENERAL:

2 Incls
1. a/c
2. EEI

H. M. McGOT
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

Lee

UNITED STATES COAST GUARD RESTRICTED

ADDRESS REPLY TO
COMMANDANT
U. S. COAST GUARD
HEADQUARTERS
WASHINGTON 25, D. C.

K 1002

8 November, 1948
FILE INT 64 (R)

1AYO

From: Commandant, U. S. Coast Guard
To: Commanding General, Headquarters Air Materiel Command, U. S. Air Force, Wright Field, Dayton, Ohio

Subj: Aerial phenomena at Crescent City, Calif.

There is forwarded for your action a report from the Officer in Charge, Crescent City Light Station, U. S. Coast Guard, describing an unusual object seen by a number of people in Crescent City, Calif., on October 17, 1948, at 4:10 P.M.

By direction of the Commandant.

B. R. RYAN
Lieutenant, USCG
Acting

Incl
Report

248

UNITED STATES COAST GUARD

ADDRESS REPLY TO

REFER TO FILE

REPORT OF SIGHTING OF "FLYING DISCS" OR OTHER PHENOMENA IN THE ATMOSPHERE

- - -

R E S T R I C T E D

Date of sighting 17 October, 1948 Time 4:10 P.M.

Location of sightng Battery Point, "A" Street and Pacific Ave., in Crescent City, Calif.

Weather conditions Clear, visibility unlimited. Light NW breeze.

OBJECT SIGHTED

Number	One	Heading	South easterly
Shape	Oval	Altitude	Over 6,000 ft.
Size	very large	Maneuverability	Good
Color	Bright silvery	Sound	None
Speed	Faster than a plane	Exhaust trail	None

WITTNESSES

Name	Address	Occupation
Andrew N. Siler	Gen. Del. Crescent City	Fisherman
Earnest Haley	183 S. A- St, Crescent City	Janitor
Mrs. Elsie Henggi	150 S. A- St, Crescent City	House wife
J. Allen, 933 2nd . St.	Crescent City	Barber

REMARKS

Wittnesses agree that the object sighted was not a plane of any known type. They agree that it seemed unusual in that the object was very high, silvery and very fast.

Signature H. L. Silva

Officer in Charge
Crescent City Light Sta.

Incl #1

United States Coast Guard

Address Reply to
Commandant
U. S. Coast Guard
Headquarters
Washington 25, D. C.

5 November 1948

INT 64 (R)

From: Commandant, U. S. Coast Guard
To: Commanding General, Headquarters Air Materiel Command, U. S. Air Forces, Wright Field, Dayton, Ohio

Subj: Aerial phenomena at Crescent City, Calif.

There is forwarded for your action a report from the Officer inCharge, Crescent City Light Station, U. S. Coast Guard, describing an unusual object seen by a number of people in Crescent City, Calif., on October 17, 1948, at 4:10 P. M.

By direction of the Commandant.

/s/ B. R. Ryan

B. R. RYAN
Lieutenant, USCG
Acting

Incl
Report

200

REPORT OF SIGHTING OF "FLYING DISCS"
[redacted]

RESTRICTED

Date of sighting 17 October 1948 Time: 4:10 P. M.

Location of sighting: Battery Point, "A" Street and Pacific Ave.

in Crescent City, Calif.

Weather conditions: Clear, visibility unlimited. Light NW breeze.

OBJECT SIGHTED

Number	One	Heading:	Southeasterly
Shape	Oval	Altitude:	Over 6,000 ft
Size	Very large	Manoeuverability	Good
Color	Bright silvery	Sound:	None
Speed	Faster than a plane	Exhaust trail:	None

WITNESSES

Name	Address	Occupation
Andrew H. Siler	Gen Del Crescent City	Fisherman
Earnest Haley	153 S. A St. Crescent City	Janitor
Mrs. Elsie Scaggi	150 S. "A" St. Crescent City	Housewife
J. Allen,	933 2nd St Crescent City	Barber

REMARKS

Witnesses agree that the object sighted was not a plane of any known type. They agree that it seemed unusual in that the object was very high, silvery and very fast.

Signature:

Officer in Charge
Crescent City Light Sta.

200

Incident # 200

Incident # 201

PROJECT "SIGN"
Action Slip

Refers to Ozone Sighting

Incident No. 201

Location Army Air Base Ozone

Date & Time of Incident 31 Oct 49 0330

Initially Reported To A-2 office AA Base Ozone

Info Recorded On: McBee _____ Witness File ___ Incident File ✓ By ___

Check & Initial: Check List ✓ Chart _____ Graph _____ By [illegible]

Coordinated With: MCIAKO _____ MCIAO _____ MCI _____

Investigation Started: Type [illegible] Date Initiated [illegible]

Initial Investigation Report Rec'd [illegible] Date _____

Information Requests

1. To [illegible] Subject [illegible] Date [illegible]
2. To _____ Subject _____ Date _____
3. To _____ Subject _____ Date _____
4. To _____ Subject _____ Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ___ Pending _____ Closed _____

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 201

1. Date of Observation . 31 Oct 1948 . . .
2. Time of Observation . . 0230Z . . . . .
3. Where was Object(s) Sighted . Overhead - Army Air Base, Azores . . . . . .
4. Observer's Position . . ground . . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . Staff Sgt. Joseph J. Barnett, AF 13127245, APO 406 . . New York . . . . . .
6. Occupation and/or Hobbies . . US AF . . . . . .
7. Attention Attracted to Object (s) By . N/S . . . . . .
8. Number of Object(s) Sighted . . 1 . . . . . .
9. Size of Object(s) . . N/S . . . . . .
10. Color of Object(s) . N/ pale yellow or light orange color . . . . . .
11. Shape (Sketch if Possible) . flat round shape . . . . . .
12. Nature of Luminosity . Not stated . . . . . .
13. Estimated Distance of Object from Observer . N/S . . . . . .
14. Speed of Object(s) . . approximate speed thought to be around 160 MPH
15. Time in Sight . 3 to 5 minutes . . . . . .
16. Tactics . weaving but maintaining course. Did not change altitude . . . . . .
17. Sound Made by Object(s) . . none heard . . . . . .
18. Direction of Flight of Object(s) . . northerly direction . . . . . .
19. Apparent Construction (Of What Material or Substance) . N/S . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . N/S. - no vapor trails . . .
Disappeared behind clouds
21. Weather Conditions Existing at the Time . . 3 strato-cumulas at 2500 feet . . .
visibility 15 miles, winds from southwest at 7 & 8 MPH
22. Peculiarities Noted . . "weaving" but forward motion. . . . . .
23. Summary of Incident . (over). . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201

Staff Sgt Joseph J. Barnett, AF 13127245, AATS APO 406, N. Y. reported the following: On 31 Oct 48 at approximately 0230Z he noticed a flat round object weaving overhead but maintaining a northerly course at an approximate speed of 160 MPH. Object was pale yellow or light orange color and not blue-white. Seemed to maintain the same altitude and disappeared behind clouds. The object was viewed from 3 to 5 minutes. No vapor trails were seen nor was any sound heard.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 201A

1. Date of Observation . 31 Oct 1948 . . .

2. Time of Observation . 0230Z . . . . . .

3. Where was Object(s) Sighted . . overhead - Army Air Base, Azores . . . . . .

4. Observer's Position . . . . . Ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . PFC Robert R. Anderson, AF 11107513 of AATS, . . APO 406, N. Y.

6. Occupation and/or Hobbies . . USAF . . . . . .

7. Attention Attracted to Object (s) By . S/Sgt Joseph J. Barnett . . . . . .

8. Number of Object(s) Sighted . 1 . . . . . .

9. Size of Object(s) . . . larger than a star . . . . . .

10. Color of Object(s) . orange . . . . . .

11. Shape (Sketch if Possible) . . round . . . . . .

12. Nature of Luminosity . . N/S . . . . . .

13. Estimated Distance of Object from Observer . 2000-3000 above clouds which were at 2500 feet, or approx 4500 ft

14. Speed of Object(s) . 800 MPH . . . . . .

15. Time in Sight . Approximately 2 minutes . . . . . .

16. Tactics . would swing forward and then backward in same direction it was moving, but always maintaining its forward velocity.

17. Sound Made by Object(s) . No sound heard . . . . . .

18. Direction of Flight of Object(s) . northerly direction . . . . . .

19. Apparent Construction (Of What Material or Substance) . N/S . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . disappeared behind cloud . . No vapor trails noticed . . . . . .

21. Weather Conditions Existing at the Time . 3 stratus-cumulus at 2500 feet . . . . visibility 15 miles, winds from southwest at 7 & 8 MPH; Temperature: 69 Dew point 63.

22. Peculiarities Noted . . Object would swing forward and then backward in same . . direction but still maintained forward velocity. . . . . .

23. Summary of Incident . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201A

At approximately 0230Z 31 Oct 48, Staff Sgt Joseph J. Barnett pointed out an object to PFC Robert R. Anderson who described it as being round, orange in color and larger than a star. Object was moving in a northerly direction at an estimated speed of 800 MPH. Altitude was estimated as 2000-3000 feet above the clouds which were reported to be at 2500 feet. This would give an approximate altitude of from 4500 to 5500 feet. Object would swing forward and then backward but always maintained its forward velocity. Object was seen for approximately 2 minutes before it disappeared behind a cloud. No sound was heard.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 201B

1. Date of Observation . 3 Oct 1948 . . . . . .

2. Time of Observation . 0300Z to 0330Z . .

3. Where was Object(s) Sighted . Overhead at Army Air Base, Azores. . . . . .

4. Observer's Position . . ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . PFC Theodor Vlag . . . . . .

6. Occupation and/or Hobbies . . . . USAF . . . . . .

7. Attention Attracted to Object (s) By . . N/S . . . . . .

8. Number of Object(s) Sighted . . . . . 1 . . . . . .

9. Size of Object(s) . . of light bulb . . . . . .

10. Color of Object(s) . . white with yellowish tint . . . . . .

11. Shape (Sketch if Possible) . . like light bulb . . . . . .

12. Nature of Luminosity . . . N/S . . . . . .

13. Estimated Distance of Object from Observer . N/S . . . . . .

14. Speed of Object(s) . . 30 MPH . . . . . .

15. Time in Sight . N/S . . . . . .

16. Tactics . . steadily gaining altitude . . . . . .

17. Sound Made by Object(s) . No sound heard . . . . . .

18. Direction of Flight of Object(s) . . northerly . . . . . .

19. Apparent Construction (Of What Material or Substance) . . N/S . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . disappeared behind cloud . . . . . No vapor trails noticed . . . . . .

21. Weather Conditions Existing at the Time . . 3 stratus-cumulus at 2500 feet . . . visibility 15 miles, winds from SW at 7 & 8 MPH; Temperature: 69; dewpoint: 63.

22. Peculiarities Noted . None . . . . . .

23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201 B

Vlas described object as a light bulb moving upward and forward at an estimated speed of 25 to 30 MPH. Object was white with a yellowish tint and was proceeding in a northerly direction and steadily gained altitude. Object disappeared behind a cloud and could not be located again. No vapor trails noticed and no sound heard.

It was the opinion of A-2, that object sighted in each instance was a weather balloon with a light swinging from it.

SECRET

A103 file

MCIAXO-3

MCIAXO-3/047/01
14/17/48

SUBJECT: Project "Sign"

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIR

1. Reference is made to Incoming Message 091332Z from Army Air Base, Amarco, to Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, regarding sightings of unidentified aerial object.

2. It is requested that the source Base Intelligence Officer be directed to initiate an investigation of the incidents reported in referenced communication.

3. As an aid to the investigating officer, three copies of an Essential Elements of Information list are inclosed for use in recording the desired data. Information is particularly desired as to possibility of weather balloon releases other than those previously reported.

4. It is further requested that collected data and accomplished Essential Elements of Information forms be forwarded to this Command, ATTN: MCIAXO-3.

FOR THE COMMANDING GENERAL:

1 Incl
XXI Forms in trip

H. H. McKEE
Colonel, USAF
Chief, Intelligence Department

S-76229

SECRET

CIDENTIAL NO 201

201

IN 100110Z

FROM ARMY AIR BASE ANDREW 091331Z

TO CG AMC WRIGHT PATTERSON AFB ATT MCIAID
INFO TO DIR INTELL USAF WASH DC,
CHIEF INTELL DIV NATS WASH DC.
CHIEF INTELL DIV ATLANTIC WESTOVER AFB
66th AACS GP HDQ FT. MC ANDREW NEWFOUNDLAND

CITE AAIS # 11

RE ATLD TWX DRO 2519462 AND LETTER REQUIRE USAF 6 FEB 46 SUBJECT REPORT OF UFO FLYING DISCS.
INTERVIEW WITH STAFF SGT. JOSEPH J. BARNETT, AF 13127295, AASB APO 406 NEW YORK
ON 5 NOV. 46 REVEALED FOLLOWING INFORMATION:
ON 31 OCT 46 AT APPROX. 0230Z BARNETT NOTICED A FLAT ROUND OBJECT WEAVING BUT MAINTAINING ITS COURSE IN A NORTHERNLY DIRECTION AT AP ROX SPEED OF 160 MPH. OBJECT WAS PALE YELLOW OR LIGHT ORANGE COLOR NOT BLUE WHITE COLOR OF STAR, SEEMED TO MAINTAIN SAME ALTITUDE AND DISAPPEARED BEHIND CLOUDS.
BARNETT VIEWED OBJECT FOR THREE (3) TO FIVE (5) MINUTES.
THERE WERE NO VAPOR TRAILS SEEN OR SOUND HEARD AND ONLY ONE OBJECT WAS NOTICED.

I

INTERVIEW WITH PFC ROBERT R. ANDERSON, AF 1107513 OF AASB APO 406 NEW YORK, REVEALED FOLLOWING INFORMATION:
AT APPROX 0230Z ON 31 OCT 46, BARNETT POINTED OUT THE OBJECT TO ANDERSON AND DESCRIBED THE OBJECT AS BEING ROUND, ORANGE IN COLOR AND APPEARED LARGER THAN A STAR MOVING IN A NORTHERNLY DIRECTION. SPEED AT 500 MPH AND ALTITUDE AT 2000 to 3000 FEET ABOVE CLOUDS. OBJECT WOULD SWING FORWARD AND THEN BACKWARD IN THE SAME DIRECTION IT WAS MOVING YET MAINTAINING ITS FORWARD VELOCITY. ANDERSON VIEWED OBJECT FOR APPROX TWO(2) MINUTES BEFORE IT DISAPPEARED BEHIND A CLOUD. AGAIN ONLY ONE OBJECT WAS SIGHTED AND NO SOUND COULD BE HEARD.

INTERVIEW WITH PFC THEODOR [redacted] FLAS, 16262125, 1936 AACS SQD. APO 406 NEW YORK, REVEALED FOLLOWING INFORMATION:

FLAS [redacted] DESCRIBED OBJECT [redacted] A LIGHT BULB MOVING UPWARD AND FORWARD AT ESTIMATED SPEED OF 25 to 30 MPH AT APPROX 0300Z TO [redacted] 0330Z. OBJECT WAS WHITE WITH YELLOWISH TINT AND STEADILY GAINED ALTITUDE. OBJECT WAS AGAIN MOVING IN A NORTHERNLY DIRECTION AND DISAPPEARED IN A CLOUD AND COULD NOT BE LOCATED AGAIN. ONLY ONE OBJECT WAS SIGHTED, NO VAPOR NOTICED AND NO SOUND HEARD.

IT IS THE OPINION OF THE A-2 OFFICE OF THIS HEQRS THAT OBJECT SIGHTED IN EACH CASE WAS WEATHER BALLOON WITH A LIGHT SWINGING FROM IT.

RECORDS OF THE 6th WEATHER SQD. SHOW THAT A WEATHER BALLOON WAS RELEASED AT 0245Z ON 31 OCT 46. WEATHER AT 0225Z AND 0325 UPONGIVEN AS FOLLOWS: CLOUDS [redacted] .3 STRATO -CUMULAS AT 2500 FEET, VISIBILITY 15 MILES, [redacted] TEMPERATURE 69 DEW POINT 63, WINDS FROM SOUTHWEST AT 7 AND 8 MPH

DEPENDING 201

Paraphrase not required [illegible] correspondence per paragraph [illegible] and 60a (4) AR 380-5

SECRET

AIR TECHNICAL SERVICE COMMAND

[redacted]

INCOMING MESSAGE

IN 1

FROM ARMY AIR BASE AZORES 0918Z

[illegible] WRIGHT-PATTERSON AFB ATTN MCIAYO

[illegible] DIR INTELL USAF WASH DC CMA

[illegible] INTELL DIV MATS WASH DC

[illegible] INTELL [illegible] MTS WESTOVER AFB

[illegible] OS GP 42 FT MCANDREW NFLD

[illegible] SUGAR [illegible] ONE

TWX DTG TWO FIVE ONE NINE FOUR [illegible]

[illegible] FOUR EIGHT SUBJ REPORT O [illegible] INFO [illegible]

[illegible] WITH STADF SGT JOSEPH [illegible] BARNETT [illegible]

[illegible] ON TWO FOUR FIVE CMA AATS APO FOUR ZE[illegible]

ON FIVE NOV FOUR EIGHT REVEALED FOL INFO CLN ON THREE [illegible]

EIGHT AP APPROX ZERO TWO THREE ZERO ZEBRA BARNETT NOTED [illegible]

FLAT ROUND OBJECT OVERHEAD WEAVING BUT MAINTAINING [illegible]

A NORTHERNLY DIRECTION AT APPROX SPEED OF ONE SIX ZERO MPH PD

OBJECT WAS PALE YELLOW OR LIGHT ORANGE COLOR NOT BLUE WHITE

SECRET MH 1016ØØZ NR 223ØE COPY No. 1

ACTION COPY

SECRET

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked SECRET. This copy will be safeguarded with the greatest care and will be returned to CLASSIFIED CABLE & MESSAGE SECTION without delay.

201

SECRET

AIR TECHNICAL SERVICE COMMAND

INCOMING MESSAGE

COLOR OF STAR CMA SEEMED TO MAINTAIN SAME ALTITUDE
D DISAPPEARED BEHIND CLOUDS PD BARNETT VIEWED OBJECT
TO FIVE MINUTES PD THERE WERE NO VAPOR TRAILS SEEN
HEARD AND ONLY ONE OBJECT WAS NOTICED PD PAR
PFC ROBERT ROGER ANDERSON CMA AF ONE ONE ZERO
THREE OF AATS APO FOUR ZERO SIX NEW YORK CMA
CLN AT APPROX ZERO TWO THREE ZERO ZEBRA ON
EIGHT CMA BARNETT POINTED OUT THE OBJECT TO
DESCRIBED THE OBJECT AS BEING ROUND CMA ORANGE
APPEARED LARGER THAN ABLE STAR MOVING IN ABLE NORTH
DIRECTION PD ESTIMATED SPEED AT EIGHT ZERO
AND ALTITUDE AT TWO ZERO ZERO ZERO TO THREE ZERO ZERO
ABOVE CLOUDS PD OBJECT WOULD SWING FORWARD THEN BACK
IN THE SAME DIRECTION IT WAS MOVING YET MAINTAINING ITS FORM
VELOCITY PD ANDERSON VIEWED OBJECT FOR APPROX TWO MINUTES
IT DISAPPEARED BEHIND ABLE CLOUD PD AGAIN ONLY ONE OBJECT WAS
SIGHTED CMA NO VAPOR TRAILS NOTICED AND NO SOUND COULD BE HEARD
PD PAR INTERVIEW WITH PFC THEODORE VLAS CMA ONE SIX TWO SIX TWO

COPY No.

SECRET

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T-2454-1

2-1-201

SECRET

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION—ADMINISTRATIVE COMMAND CENTER

INCOMING MESSAGE

[illegible] FIVE CMA ONE NINE THREE SIX AMPR [illegible] ZE [illegible]
[illegible] CMA REVEALED FOL INFO CLN FLAS DE[illegible]
[illegible] BLB MOVING UPWARD AND FORWARD AT E[illegible]
[illegible] THREE ZERO MILES PER HOUR AT APPRO[illegible]
ZE[illegible] ZERO THREE THREE ZERO ZERO A PD [illegible]
[illegible] TINT AND STEADILY GAINDD ALTITUDE [illegible]
MOVING IN ABLE NORTHERNLY DIRECTION AND DI[illegible]
CLOUD AND COULD NOT BE LOCATED AGAIN PD ONLY ONE [illegible]
SIGHTED CMA NO VAPOR TRAILS NOTICED AND NO SOUND [illegible]
IS THE OPINION OF THE ABLE DASH TWO OFFICER [illegible]
SIGHTED IN EACH CASE WAS WEATHER BALLOON WITH A[illegible]
FROM IT PD RECORDS OF THE EIGHTH WEATHER SQ SQ[illegible] THA[illegible]
WEATHER BALLOON WAS RELEASED AT ZERO TWO FOUR FIVE ZER[illegible]
ONE OCT FOUR EIGHT PD WEATHER AT ZERO TWO TWO FIVE ZER[illegible]
THREE TWO FIVE UKOWGMYDES AS FOLLOWS CLN CLOUDS POINT THREE
STRATO DASH CUMULAS AT TWO FIVE ZERO ZERO FEET CMA VISIBILITY ONE
FIVE MILES CMA TEMP SIX NINE CMA DW POINT SIX THREE CMA WINDS
FROM SOUTH WEST AT SEVEN AND EIGHT MILES PER HOUR

COPY No. 1

ATLD - 251946 Z - No RECORD

SECRET

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked SECRET. This copy will be safeguarded with the greatest care and will be returned to CLASSIFIED CABLE & MESSAGE SECTION without delay.

2 of 1

B 37

Incident # 201

Incident # 202

PROJECT "SIGN"
Action Slip

Refers to Newark N.J. Sighting

Incident No. 202

Location Newark A F Base

Date & Time of Incident 1850 EST 8 Nov 48

Initially Reported To Mitchell Field

Info Recorded On: McBee _____ Witness File ___ Incident File ✓ By ___

Check & Initial: Check List ✓ Chart _____ Graph _____ By Just

Coordinated With: MCIAXO _____ MCIAO _____ MCI _____

Investigation Started: Type Base Intell Date Initiated 8 Nov 48

Initial Investigation Report Rec'd MCIAXD-3 Date 17 Nov 48

Information Requests

1. To Base Intell Off Mitchell Field
   Subject Prog Sign 202
   Date 18 Nov 48

2. To _____
   Subject _____
   Date _____

3. To _____
   Subject _____
   Date _____

4. To _____
   Subject _____
   Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ___ Pending _____ Closed _____

INCIDENT SUMMARY SHEET

Incident No. 202

1. Date and Time of Observation: 8 Nov 48 1850 EST

2. Where Sighted: Newark AF Base, Newark, N. J. 40° 42' N 74° 10' W

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Edmund J. Cisek, 108-44 Liverpool St Jamaica, Long Island

5. Occupation and/or hobbies: Civilian Dispatcher, Newark AF Base. Regular participant in Reserve flying activities. Former Capt, USAFR.

6. Attention Attracted by: Was preparing to scan the sky when object was observed

7. Number of Object(s) Seen: 1

8. Size of Object(s): Same relative diameter as the moon but with little or no depth (thickness)

9. Color of Object(s): pale luminous - 1/3 brightness of moon

10. Shape (Sketch if Possible) disc - round with little or nor depth

11. Nature of Luminosity: Appeared as luminous object
(directed beam of light?)

12. Altitude of Object: 5,000 to 6,000 ft
(estimated)

13. Estimated Distance of Object from Observer: Appeared at 45° angle above horizon.

14. Estimated Speed of Object: 800 MPH

15. Time in Sight: one second or less

16. Tactics: made arc toward south southeast - performed comparatively horizontal flight

17. Sound Made by Object(s): no sound

18. Direction of Flight of Object(s) south southeast

19. Apparent Construction: N/S - luminous

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/C

22. Manner of Disappearance: ~~Fix~~ Passed out of sight over another hangar.

23. Weather Conditions at Time of Sighting: Moonlit night - clear

24. Peculiarities Noted: Object seemed to have no depth and maintained a steady luminosity

25. Summary of Incident: (over)

(See attached page)

At 1850 hours, 5 Nov 48, Edmund J. Cisek was standing just outside Hanger #7, Newark AF Base, when glancing up toward the moon he perceived a pale luminous object race across the sky. It was about 1/3 the brightness of the moon, round like a disc with little or no depth (thickness). It appeared to be about the same relative diameter as the moon and was traveling from the north northwest in an arc toward the south southeast. Object was seen about one second or less. It passed out of sight over another hanger. No sound was heard. Speed was estimated at 800 MPH. Observer states that he had observed jet aircraft make tactical approaches at approximately 600 mph and judged the speed of the object was at least 200 mph faster. From where he stood Cisek could see approximately 75% of the path of the object. The peak of its arc was approximately 45° above the horizon to the west southwest of his position. Altitude was judged to be 5,000 to 6,000 feet.

Mr Cisek is a very reliable employee, highly intelligent and of excellent character.

There were no reports of commercial, private and military craft flying in the vicinity at the time.

No reports were received relative to possible releases of testing devices in the vicinity.

SECRET

Basic: Ltr, Hq AMC, Wright-Patterson AFB, Ohio, dated 29 Nov 48, subj: "Project 'Sign'"

2nd Ind.

HEADQUARTERS, 2102D AIR WEATHER GROUP, Mitchel Air Force Base, Mitchel Field, New York., 15 December 1948.

To: Commanding Officer, Newark Air Force Base, Newark, New Jersey.
ATTN: Base Intelligence Officer.

1. Reference paragraph 4 of basic correspondence. It is requested that Base Intelligence Officer, Newark AFB conduct the interview and investigation and forward all data directly to Commanding General, AMC, ATTN: MCIAXO-3, as outlined in paragraph 5, basic letter.

2. Original letter reporting sighting of "flying disc" at Newark AFB on 8 November 1948 was submitted by 1st Lt. Thomas J. Heavey Jr., Station Weather Officer, Newark AFB on 9 November 1948.

FOR THE COMMANDING OFFICER:

ARTHUR J. ANDERSON,
Major, USAF,
Executive Officer.

1 Incl:
n/c

3rd Ind.

HQ, 2231st AF Reserve Training Center, Newark Municipal Airport, Newark 5, New Jersey, 29 December 1948.

TO: Commanding General, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio, Attn: MCIAXO-3.

Attached herewith completed investigation requested in basic communication.

FOR THE COMMANDING OFFICER:

GLENN T. EAGLESTON
Lt. Colonel, USAF
Acting S-2

Incl 1: n/c

SECRET

202

SECRET

Basic: Ltr, Hq AMC, Wright-Patterson AFB, Dayton, Ohio, dated 29 Nov 48, Subj: Project "Sign"

1st Ind.

13 DEC 1948

HQ, 52D FIGHTER WING, ALL WEATHER, MITCHEL AIR FORCE BASE, MITCHEL FIELD, N.Y.
TO: Commanding Officer, 2102nd Air Weather Group, Mitchel AF Base, N.Y.

1. For necessary action in view of inclosure #1.

2. Direct communication between your headquarters and Headquarters, Air Materiel Command is authorized on this matter.

BY ORDER OF COLONEL YATES:

J. E. WARREN
Capt USAF
Asst Adjutant

1 Incl:
Message from AMC

SECRET

T-89348

202

No AMC Form No. 10-53 (30 Jan 48)
(Obsolete AMC Form No. 10-51)
WP-O-10 30 Jan 1948

~~SECRET~~ ~~CONFIDENTIAL~~ 075 12-10-48

HEADQUARTERS

AIR MATERIEL COMMAND

WRIGHT-PATTERSON AIR FORCE BASE

DAYTON, OHIO

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:
MCIAID-3

MCIAID-3/GWP/aw

NOV 29 1948

SUBJECT: Project "SIGN"

TO: Commanding Officer
Mitchel Air Force Base
New York, New York
ATTN: Base Intelligence Officer

1. Reference is made to incoming message 151942Z from Mitchel Field to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, regarding sighting of unidentified aerial object.

2. This office is engaged in a continuing investigation of all reported sightings of unidentified aerial phenomena, and has been authorized direct communication with pertinent military installations.

3. It is requested that Base Intelligence Officer interview all the available witnesses to the incident reported in referenced communication and obtain signed statements of the observed phenomenon.

4. Inclosed herewith is a copy of our Essential Elements of Information form as an aid to the investigation officer in recording desired data.

5. All collated data and accomplished Essential Elements of Information form should be forwarded to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAID-3.

FOR THE COMMANDING GENERAL:

1 Incl
EEI

William J. Leavitt, 1st Lt, USAF
for H. N. McCOY
Colonel, USAF
Chief, Intelligence Department

~~SECRET~~ ~~CONFIDENTIAL~~ 075 12-10-48

202

RESTRICTED

ESSENTIAL ELEMENTS OF INFORMATION
(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. Date of Sighting: 8 November 1948.

2. Time of Sighting: 1850 hours.

3. Where Sighted:

   a(1) Newark, New Jersey

   a(2) Approximately three (3) miles southeast of downtown section of Newark

   a(3) South side of Hangar #7, Newark Air Base

   a(4) Latitude 40° 42 min. north
   Longitude 74° 10 min. west

   b. Not applicable.

   c. Not applicable.

4. Number of objects: Single object.

5. Distance of object from observer:

   a. Horizontally

   b. 45° above the horizon

   c. Five to six thousand feet

6. Time in sight: A second or less.

7. Appearance of object:

   a. Pale luminous object about one third the brightness of a bright moon.

   b. Perfectly round in shape.

   c. Solid object.

   d(1) About the same diameter of the moon.

   d(2) Flat, with little or no depth.

RESTRICTED

8. Direction of Flight: Object appeared in an arc from the north north-west toward the south south-east.

9. Tactics or maneuvers: None. Comparatively horizontal course.

10. Evidence of exhaust:

a. None

b. Could not determine

c. None

d. None

e. There was no sound

11. Effect on clouds: There were no clouds.

12. Lights:

a. None

b. Object appeared to be luminous

c. Maintained steady luminosity.

13. Support: Not applicable.

14. Propulsion: No visible means of propulsion.

15. Control and Stability:

a. None

b(1) None

b(2) Solid disc-like object

b(3) Not applicable

16. Air ducts: None visible.

17. Speed: Estimated to be going about 800 mph.

18. Sound: There was no sound.

19. Was any radio antenna to be observed: No.

20. Manner of disappearance: Disappeared behind hangar immediately in front of the observer.

Relative to the Observer

1. Name: Edmund J. Cisek

2. Address: 108-44 Liverpool St., Jamaica, Long Island, N. Y.

3. Occupation: Civilian Dispatcher.

4. Place of business: 2231st AFRTC, Newark Municipal Airport, Newark 5, N. J. (Civilian employee).

5. Hobbies: Regular participant in Reserve flying activities.

6. a. Excellent

   b. Excellent

   c. Excellent

7. Mr. Cisek is a very reliable employee.

8. a. Not applicable.

   b. How attention was drawn to object: Preparing to scan the sky when object appeared from the position it started, and followed it through in the arc of motion.

9. Witnesses: Observer inquired from the tower, but they did not notice or sight anything unusual. There were only two men on actual duty and they reported that it was a slow night. Air traffic at that particular time was very slow.

10. Mr. Cisek is a highly intelligent individual, of excellent character.

Relative to Radar Sightings

Not applicable.

General

1. Teletype sequences of local weather conditions. Inclosure #1.

2. Winds aloft report. Inclosure #2.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time: None reported.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other: None reported.

5. Not applicable.

6. Not applicable.

7. Not applicable.

8. Signed statement. Inclosure #3.

9. Not applicable.

THE FOLLOWING TELETYPE SEQUENCE REPORTS WERE RECEIVED AT NEWARK AFB WEATHER STATION AT THE TIMES INDICATED:

8 NOV 48	1730E	-0/5K 281/55/43+8/035
8 NOV 48	1830E	-0/6K 284/52/4219/036
	1930E	-0/8 274/49/4[illegible]18/033

CERTIFIED CORRECT ACCORDING TO RECORDS OF THIS WEATHER STATION:

Thomas J. Heavey, Jr.

THOMAS J. HEAVEY, JR.
1ST LT., USAF
STATION WEATHER OFFICER

Inc G #1

THE FOLLOWING WINDS ALOFT REPORTS WERE RECEIVED AT NEWARK ON 8 NOVEMBER;1948:

TIME	ALTITUDE	DIRECTION	SPEED (MILES/HR)
1500Z(1000E)	4000 FT MSL	280 DEG	1-3
	6000 " "	280 "	8-12
	8000 " "	280 "	13-18
	10000 " "	250 "	19-24
0900Z(0400E)	2000 FT MSL	320 DEG	13-18
	4000 " "	300 "	19-25
	6000 " "	290 "	25-31
	8000 " "	290 "	32-38
	10000 " "	280 "	39-46

CERTIFIED CORRECT ACCORDING TO RECORDS OF THIS WEATHER STATION:

Thomas J. Heavey, Jr.

THOMAS J. HEAVEY, JR.
1ST LT., USAF
STATION WEATHER OFFICER

202

-SECRET-

28 December, 1948

STATEMENT

At 1850 hours, 8 November, 1948, I was standing just outside hangar #7 at Newark Air Force Base, on the south side of the hangar. It was a perfectly clear night. I looked up toward the moon and noticed a pale luminous object race across the sky. It was about 1/3 the brightness of the moon, round like a disk, with little or no depth(thickness) to it. It appeared to be about the same relative diameter as the moon. It travelled from the north-northwest, in an arc, toward the south-southeast in about one second or less, passing out of sight over another hangar. I heard no sound from the object. I estimate the speed of the object at 800 miles per hour, and its altitude at five to six thousand feet. I have seen jet aircraft make tactical approaches at this field at approximately 600 miles per hour, and judging from them, the speed of the object I sighted was at least 200 miles an hour faster. From where I stood, I could see approximately 75% of the path of the object. The peak of its arc was approximately 45 degrees above the horizon to the west-southwest of my position.

EDMUND J. CISEK
Civilian Dispatcher
(Capt., USAFR, AO-810472)

-SECRET-

Incl #3

T-815

2022

HEADQUARTERS
520 FIGHTER WING, ALL WEATHER
Mitchel Air Force Base
Mitchel Field, N. Y.

20 December 1948

SUBJECT: Project "Sign"

TO : Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio

ATTN: Chief, Intelligence Department

Reference letter your headquarters, subject as above, dated 29 November 1948 together with TWX #AT 5191, dated 9 December 1948. This matter has been referred to the CO, 2102nd Air Weather Group, this station, for necessary action inasmuch as subject report was originally submitted by them.

FOR THE COMMANDING OFFICER:

J. E. [illegible]
Capt
Asst [illegible]

14156

202

Section

6 December 1948

SECRET

Commanding General
Air Defense Command
Mitchel AF Base
Mitchel Fld, N. Y.
ATTN: 52d AACS Gp, Hempstead
L. I., N.Y.

C. A. GRIFFITH
Chief,
Operations Section

W. R. CLINGERMAN
Colonel, USAF
Actg Chief
Intelligence Department

HWE/jk
65310

CITE CLM MIKE DOG LOVE NCA FIVE ONE FOUR DOG PD COMMUNICATION REFERRED TO IN PARA ONE OF LETTER FROM THIS OFFICE DATED TWO NINE NOVEMBER FORTY EIGHT IS TWO ONE ZERO TWO ASLE WILLIAM GEORGE FOUR TWO FOUR PD SUBSEQUENT REFERENCE IS LETTER HQ TWO ONE ZERO TWO AIR WEATHER GROUP DATED ONE SEVEN NOVEMBER NINETEEN FORTY EIGHT SUBJECT REPORT OF INFORMATION ON FLYING DISCS WHICH CONCERNS REPORT BY EDMUND JIM CLERK OF OBJECT SEEN EIGHT NOV NINE FORTY EIGHT AT NEWARK AIR FORCE BASE PD

CLASSIFIED MESSAGE

CONFIDENTIAL

INCOMING MESSAGE

12-95

10:33

Confidential

per paragraph [illegible] (4), [illegible]

[illegible] 2242

FROM 52ND AACS GP HQ MITCHELL FLD [illegible]

TO AMC WPAFB ATTN COL HOW MIKE [illegible]

TL FIVE ONE FOUR DOG

REFERENCE LETTER YOUR OFFICE DATED [illegible]

FOUR EIGHT CMA SUBJECT PROJECT QUOTE SIGN [illegible]

HEADQUARTERS HAS BEEN UNABLE TO LOCATE THE SUBJECT [illegible]

OF MESSAGE QUOTED IN PARAGRAPH ONE PD REQUEST COPY OF THE

MESSAGE WHICH WAS INITIATED FROM THIS STATION AND [illegible]

FURTHER INFORMATION ON THIS PARTICULAR SUBJECT [illegible]

ENABLE US TO INVESTIGATE THE MATTER MORE [illegible]

6-3391

ACTION DATE

30HF HSM 031420Z NR 2689F

Answered 6 Dec 48

202

MCAG Form No. 22 (Rev 21 Oct 48)

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-3.

WH-1-14 NOV 48 10M

CLASSIFIED MESSAGE

CONFIDENTIAL

CLASSIFIED MESSAGE

SECRET

HEADQUARTERS 2102D AIR WEATHER GROUP
MITCHEL AIR FORCE BASE
MITCHEL FIELD NEW YORK

17 November 1948

SUBJECT: Report of Information on Flying Discs.

TO: Commanding General
Air Material Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAXG-3

1. In accordance with paragraph 1, letter, Headquarters, USAF, subject as above, 6 February 1948, the inclosed statement on sighting of Flying Disc at Newark Air Force Base on 8 November 1948, is forwarded.

2. The following additional information was determined in an interview between the Station Weather Officer, the Officer of the Day and Mr. Cisek at Newark AFB on 9 November 1948:

a. Mr. Edmund J. Cisek, civilian dispatcher, was on duty in the operations section, Newark AFB, on 8 November 1948.

b. Mr. Cisek was in full control of his faculties at the time.

c. He is a former Air Force pilot and actively participates in the reserve program.

d. He is thoroughly dependable and alert.

e. No corroboration of Mr. Cisek's report could be obtained. However, Newark AFB is normally almost deserted after 1800 hours daily and there were few personnel who might have seen this phenomena.

FOR THE COMMANDING OFFICER:

1 Incl
1 - Statement

Arthur W. Anderson,
Major, USAF,
Executive Officer.

SECRET T 77336

2.3

SECRET

STATEMENT

9 November 1948

At 1850 hours, 8 November 1948, I was standing just outside hanger #7 at Newark Air Force Base, on the south side of the hangar. It was a perfectly clear night. I looked up toward the moon and noticed a pale luminous object race across the sky. It was about 1/3 the brightness of the moon, round like a disc, with little or no depth (thickness) to it. It appeared to be about the same relative diameter as the moon. It traveled from the north northwest in an arc toward the south southeast in about one second or less, passing out of sight over another hangar. I heard no sound from the object. I estimate the speed of the object at 800 miles per hour, and its altitude at five to six thousand feet. I have seen jet aircraft make tactical approaches at this field at approximately 600 miles per hour, and judging from them, the speed of the object I sighted was at least 200 miles an hour faster. From where I stood, I could see approximately 75% of the path of the object. The peak of its arc was approximately 45 degrees above the horizon to the west southwest of my position.

Edmund J. Gisel

Edmund J. Gisel
Civilian Dispatcher

(Capt., USAFR, AO-810472)

SECRET

T 77536

202

MCIAID-3

MCIAID-3/[illegible]/mr

SUBJECT: Project "SIGN"

TO: Commanding Officer
Mitchel Air Force Base
New York, New York
ATTN: Base Intelligence Officer

1. Reference is made to incoming message 151900Z from Mitchel Field to Commanding General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, regarding sighting of unidentified aerial object.

2. This office is engaged in a continuing investigation of all reported sightings of unidentified aerial phenomena, and has been authorized direct communication with pertinent military installations.

3. It is requested that Base Intelligence Officer interview all the available witnesses to the incident reported in referenced communication and obtain signed statements of the observed phenomena.

4. Inclosed herewith is a copy of our Essential Elements of Information form as an aid to the investigation officer in recording desired data.

5. All collated data and accomplished essential elements of information form should be forwarded to Commanding General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAID-3.

FOR THE COMMANDING GENERAL:

1 Incl
EEI

R. M. [redacted]
Colonel, [redacted]
Chief, Intelligence Department

Case No. 202

CONFIDENTIAL

202

IN 160332Z

FROM MITCHELL FIELD, NEW YORK, [redacted] 159144Z
TO AMC WPAFB ATTENTION MCIAXD-3
CITE 2102 AMC 424

REPORT OF INFORMATION OF FLYING DISC. LOCATION, NEWARK, [redacted] AFB, NJ.

TIME, 1850 EST, 5 NOV 45.

WEATHER, CLEAR.

NAME, EDMUND J. CISEK, CIVILIAN DISPATCHER, BASE OPERATIONS, NEWARK AFB.

OBJECT SIGHTED: ONE, ROUND, LUMINOUS, ONE THIRD BRIGHTNESS OF MOON, LITTLE OR NO DEPTH, TRAVELED FROM NORTH NORTHWEST IN ARC TO SOUTH SOUTHEAST, APPROX 500 MPH, ALTITUDE [redacted] ESTIMATED 5,000 to 6,000 FT., NO SOUND.

LETTER TO FOLLOW.

BAKER CMDY

202

Incident # 202

Incident # 203

SECRET

INCIDENT SUMMARY SHEET

(To be filled out and retained in files)

Incident: 203

1. Date of Observation 17 Nov 1948

2. Time of Observation 1415 Z

3. Where was Object(s) Sighted 56° 10' North Latitude by 117° 30' West Longitude Peace River, Alberta Province - some 250 miles NW of Edmonton

4. Observer's Position From 7,000 ft enroute to Kittigazuit, N. W. T. from Edmonton, (i.e. ground, air, control tower, etc.)

5. Name and Address of Observer 1st Lt James Toomey, Edmonton, Alberta, Can. S/Sgt Onno C. Blink, AF 20/15676, Radio Operator Edmonton, Alberta, Canada.

6. Occupation and/or Hobbies (1) Pilot & Radio Operator with crew

7. Attention Attracted to Object (s) By N/S

8. Number of Object(s) Sighted 1

9. Size of Object(s) Approximately 50' in height

10. Color of Object(s) flaming orange color

11. Shape (Sketch if Possible) egg shaped with tail

12. Nature of Luminosity flame

13. Estimated Distance of Object from Observer N/S
Altitude: Estimated at approximately 18,000 feet

14. Speed of Object(s) Unknown

15. Time in Sight Momentary

16. Tactics appeared to be in a shallow dive

17. Sound Made by Object(s) none

18. Direction of Flight of Object(s) Southwest

19. Apparent Construction (Of What Material or Substance) "flame"

20. Effect of Objects on Clouds and/or Exhaust Trail N/S but illuminated the sky momentarily behind it - had a tail

21. Weather Conditions Existing at the Time Overcast with tops at approx 4500' MSL. High deck of thin broken stratus clouds at approx 12,000 ft.

22. Peculiarities Noted N/S

23. Summary of Incident (over)

SECRET

T-17627

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 203

A bright flaming orange object similar in shape to an egg with a tail was observed near Peace River, Alberta Province, some 250 miles NW of Edmonton, by 1st Lt James Toomey & S/Sgt Onno C. Blink, Radio Operator, while on first leg of flight from Edmonton, Alberta, Canada, to Kittigazuit, N. W. T. The object was momentarily sighted above a deck of broken stratus clouds. The crew were flying at 7,000 ft MSL on top of an overcast when the object was sighted. Altitude was judged as approximately 18,000 feet and the object appeared in a shallow dive. There was no sound. Object had a tail which tapered to a point. It was on a southwest heading at an unknown speed. As it passed it momentarily illuminated the sky behind it.

C SECRET

DETACHMENT, 1VOLRY AIR TRANSPORT WING [redacted] GPS/ad
EDMONTON ALBERTA CANADA 19 Nov 48

SUBJECT: Observation of an Object in the Atmosphere

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: MCIAKO-S

1. The following report of an object observed by 1st Lt. James Toomey is submitted in compliance with Secret Letter dtd 20 Oct 48 from MATS Headquarters, subject: Reporting of Information on "Flying Discs".

a. Location and time of sighting - 117° 20' W Longitude
56° 10' N Latitude
1412z 17 November 1948

b. Weather at the time - Weather at the time was overcast with tops at approximately 4500' MSL with a high deck of thin broken stratus clouds at approximately 12,000 ft.

c. Names and occupations and addresses of witnesses - S/Sgt Orno G. Rink, AF 20715670, Radio Operator on the crew and stationed at Edmonton, Alberta, Canada.

d. Photographs of objects, if available. No photographs available.

e.

f. Object sighted:
(1) Number - One
(2) Shape - Egg shaped with a tail
(3) Size - Approximately 20' in height tapering to a point at the tail.
(4) Color - Bright flaming orange
(5) Speed - Unknown
(6) Heading - South West

T 77624 203

SUBJ: Observation of an Object in the Atmosphere

(7) Maneuverability - Appeared to be in a shallow dive.
(8) Altitude - Approximately 18,000 feet.
(9) Sound - None
(10) Exhaust trail or not - Yes

g. Remarks: Object was sighted on the first leg of a flight from Edmonton, Alberta, Canada, to Kittiganuit, N. W. T. Canada while flying at 7,000 ft. MSL on top of an overcast. The object was momentarily sighted above a deck of broken stratus clouds. It seemed to be a bright flaming orange object and illuminated the sky momentarily behind it.

Dist:

Edgs.MATS Attn: Dir.of Intelligence
Sadr.MATS Attn: Chief, Intelligence Division

GEORGE P. BRENNER,
Capt. USAF
Commanding

SECRET

77627

203

SUBJ: Observation of an Object in the Atmosphere

(7) Maneuverability - Appeared to be in a shallow dive.
(8) Altitude - Approximately 15,000 feet.
(9) [redacted] - None
(10) Exhaust trail or not - Yes

6. Remarks: Object was sighted on the first leg of a flight from Edmonton, Alberta, Canada, to Ft[illegible], N. W. T. Canada while flying at 7,000 ft. MSL on top of an overcast. The object was momentarily sighted above a deck of broken stratus clouds. It seemed to be a bright flaming orange object and illuminated the sky momentarily behind it.

Dist:

Hdqs.NATS Attn: Dir.of Intelligence
Cmd.NATS Attn: Chief, Intelligence Division

GEORGE P. [illegible],
Capt. USAF
Commanding

SECRET

77627

203

Incident # 204

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 204

1. Date of Observation . . . . . 5 Nov 1940
2. Time of Observation . . . . 1640 . Sunrise
3. Where was Object(s) Sighted . . Panama . . . . . .
4. Observer's Position . [illegible] . Ground . - Panama . . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . Sowers . . . . . .
6. Occupation and/or Hobbies . . Weather observer . . . . . .
7. Attention Attracted to Object (s) By . N/S . . . . . .
8. Number of Object(s) Sighted . . . . . 1 . . . . . .
9. Size of Object(s) . . Larger than planet Venus . . . . . .
10. Color of Object(s) . . like star . . . . . .
11. Shape (Sketch if Possible) . . that of a comet . . . . . .
12. Nature of Luminosity . . that of comet . . . . . .
13. Estimated Distance of Object from Observer . . . N/S . . . . . .
14. Speed of Object(s) . N/S . . . . . .
15. Time in Sight . 30 minutes . . . . . .
16. Tactics . . N/S . . . . . .
17. Sound Made by Object(s) . N/S . . . . . .
18. Direction of Flight of Object(s) . N/S . . . . . .
19. Apparent Construction (Of What Material or Substance) . N/S . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . long cone of light . . . . .
21. Weather Conditions Existing at the Time . . sunrise . . . . . .
22. Peculiarities Noted . . N/S . . . . . .
23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident # 204

At 1540, Nov.8,1948 Operator Solem when making a GCT weather report saw what appeared to be a comet in the southeast quadrant of the sky. It had a long cone of light which ended in a star larger than Venus. It remained visible to the naked eye for approximately 40 minutes untill beginning of sunlight dimmed the brilliance of the phenomena and full sunrise obliterated it. Appeared to have about four grades of intensity in the tail.

Incident # 204

Life magazine 22 Nov '48

E. 16 '50

AWESOME HALLEY'S COMET LAST APPEARED IN 1910

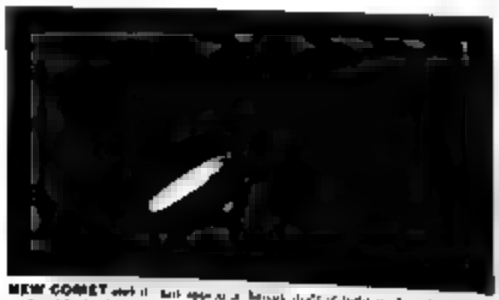
BRIGHT NEW COMET

It has a tail extending for 15 million miles

At the first gray light of dawn on Nov. [illegible] a bright white ball with a filmy white tail appeared in the sky over Australia. Dr. Charles [illegible] and astronomers at Sydney immediately recognized the phenomenon as a new and extraordinary comet, essentially set up by [illegible] to simply the glowing light. Then he flashed word to other astronomers over the world that he had sighted one of the brightest and most [illegible] comets ever to appear in the centuries.

Through [illegible] of the U. S. were able to observe the rare celestial body with the naked eye. Moving down the [illegible] comet appeared about [illegible] mph. [illegible] for about [illegible] minutes before it was obscured by the sun's light. Astronomers estimate that it head had a diameter of about [illegible] miles, about the same as the planet Jupiter, and that its gaseous tail reached by the pressure of sunlight on the [illegible] had at least [illegible] miles. By [illegible] the comet was moving away from the sun. Its gas atoms and molecules in its tail were pushed by [illegible] of the head by the sun's radiation instead of being pushed behind it as would have happened if the comet had been approaching the sun. Although not as long as the [illegible] tail of Halley's comet (above), the appearance of the new comet [illegible] was almost as striking.

AT DAWN the new comet is photographed with an ordinary camera from a [illegible] mountain. The comet was about [illegible] million miles away from earth. [illegible] appears to tilt because of earth's rotation during 10-minute exposure.



NEW COMET and its tail appear as a broad band of light in the photo [illegible] made with the Hooker telescope camera at Palomar Mountain observatory. Most of comet's glow is light which is reversed from the sun and then [illegible]

Possible explanation

-04

c [illegible] 22 Nov 48

AWESOME HALLEY'S COMET LAST APPEARED IN 1910

BRIGHT NEW COMET

It has a tail extending for 15 million miles

AT DAWN [illegible]

NEW COMET [illegible]

4 Possible explanation


ASIA
DATE LINE
ALASKA
CAN
NOV. 6
NOV. 5
1200 MIDNIGHT
U.S.
AUSTRALIA

RESTRICTED

HEADQUARTERS CARIBBEAN AIR COMMAND
Office of the Director of Intelligence D-21

Albrook Air Force Base, C. Z.
18 November 1948

SUBJECT: Sighting of Unusual Phenomenon

TO : Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
Attn: MCI

1. Pursuant to letter, Headquarters United States Air Force, dated 26 February 1948, Subject: Reporting of Information on Flying Discs", the attached information is forwarded for your information.

2. Additional inquiries are being made regarding this sighting and all forthcoming information will be forwarded as it becomes available.

WILLIAM H. FORBES
Lt Col, USAF
Director of Intelligence

1 Incl
PAA Mags

RESTRICTED

COPY COPY

Copied fr the Original PAA messages:

28/3 TIKS XR OPN
SJO OA OX74 062019
KMIA ELB DP OW WA OA PAA
DPMIA COPIES OWELB MAKLB OWSAL STOP RE OWR 061640 OPERATOR SOLERA WHEN MAKING 1000 SCT WEA REPORT SAW WHAT APPEARED AS COMET IN SW QUADRANT OF SKY WITH VERY LONG CONE OF LIGHT COVERING WHILE SW....QUAD ENDING IN STAR LARGER THAN VENUS STOP THIS ALL VISABLE TO NAKED EYE FOR APPRX 40 MINS UNTIL BEGINNING OF SUNLITE DIMED BRILLIANCE AND FULL SUNRISE EX OBLITERATED PHENOMENO STOP ADVISE IF THIS WAS COMET [redacted]
20465

OPN ELB OW (FR CANAL ZONE, PANAMA)
SAL SJO PAA OA KMIA PAA DP
CANAL CANJO COPY DPMIA STOP FURTHER REPORTS OF COMETS COMMA REQUEST YOU ADVISE DPMIA COPY OWELB [redacted] COMET [redacted]ITION LENGTH TIME VISIBLE WEATHER VISIBLE NAKED EYE [redacted]
WO 11/46

MEZ 146/1 WSR GEN KMIA DP1 17 061530 (FR MIAMI TO CZ PANAMA)

ELB PAA OW
OWELB STOP WEATH 061112 NEED SASPO COMET POSITION LENGTH TIME VISIBLE WEATHER VISIBLE NAKED EYE KMIA 061530

OPN ELB OW
KMIA PAA OW OX OK (CZ, PANAMA TO MIAMI)
OWKMIA OWKMIA OWKMIA STOP SAL AND SJO WEA OBSERVERS SIGHTED COMET AT APPROX 1045 WITH ABOUT FOUR GRADES OF TAIL OWELB 061112

AX 11/46

Nov 6 - 1640

MEZ

Incident # 204

Incident #205

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 205

1. Date of Observation . N/S . . . . . .

2. Time of Observation . . 5 o'clock in the evening

3. Where was Object(s) Sighted . . Carthage, Missouri . . . . . .

4. Observer's Position . . ground while laying on his back . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . Wesley H. Long, 1026 Walnut St, Carthage, Mo. .

6. Occupation and/or Hobbies . N/S . . . . . .

7. Attention Attracted to Object (s) By . . chanced to see an aluminum colored object sail northeast across the sky

8. Number of Object(s) Sighted . 1 . . . . . .

9. Size of Object(s) . . Estimated size: 30 to 40 ft. in diameter. . . . . .

10. Color of Object(s) . . aluminum-gray colored . . . . . .

11. Shape (Sketch if Possible) . . N/S . . . . . .

12. Nature of Luminosity . . . N/S . . . . . .

13. Estimated Distance of Object from Observer . . N/S . . . . . .

14. Speed of Object(s) . . very fast - thought about 1500 MPH

15. Time in Sight . N/S . . . . . .

16. Tactics . . . slowly rotating . . . . . .

17. Sound Made by Object(s) . . None . . . . . .

18. Direction of Flight of Object(s) . . northeast . . . . . .

19. Apparent Construction (Of What Material or Substance) . metallic . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . N/S.-.no smoke . . . . . .

21. Weather Conditions Existing at the Time . . Sky clear and no wind at ground level

22. Peculiarities Noted . . Rotating movement . . . . . .

23. Summary of Incident . . . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Observer reported seeing an aluminum colored object sail northeast across the sky while lying on his back in his yard. Object seemed about 30 to 40 feet in diameter. Could not ascertain height but thought object was moving very fast - estimated speed to be around 1500 MPH. Object seemed to be slowly rotating while remaining upright - like a flat top. Noticed no smoke or noise.

MCIAID-3/RRS/mr

MCIAID-3

Mr Wesley H. Long
1026 Walnut Street
Carthage, Missouri

Dear Sir:

This is to acknowledge receipt of your communication addressed to Headquarters, United States Air Force, Washington, 25, D. C., and forwarded to this Command for necessary disposition.

The interest you have shown in bringing this information to our attention is greatly appreciated and it will be made a matter of record.

Sincerely yours,

W. R. CLINGENSMITH
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

Incident: 205

[redacted]
(1-11-37)

23 NOV 1948

SUBJECT: Project "SION"

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Wright Field, Ohio
ATTN: MCI

Forwarded as a matter pertaining to your Command, and for direct acknowledgement to Mr. Yong.

BY COMMAND OF THE CHIEF OF STAFF:

GEORGE D. [illegible], JR
Lieutenant Colonel, USAF
Acting Chief, Collection Branch
Air Intelligence Requirements Division
Directorate of Intelligence

1 Incl:
Ltr dtd 31 Oct 48
fr W. H. Yong

Carthage, Missouri

31 Oct 1948

Dear Committee:

Just want to report seeing an object sail across the sky which I believe to have been the so-called flying disk. Sky perfectly clear 5 o'clock in the evening. No wind blowing at all. I was lying on my back in the yard playing with my small son when I was attracted by an aluminum colored object sail northeast across the sky. I looked closely and as near as I could figure out it was about as high as the B-29 flies and looked to be 30 or 40 ft in diameter. Although it was hard to judge its height, as it was moving very fast. I'd say 1500 miles per hour and seemed to be slowly rotating and upright as a flat top. No smoke, no noise. Probably to have been launched at intervals by jet power and to sail hundreds of miles between boosts, as a flat rock or washer thrown by hand. Since I saw this, if it isn't already known I want to predict that such a disk can be made and are being made somewhere, and was doing such a good job as it went over that it must have had pilots to maneuver it. Anyway, I predict that it can be done and to sail not fly. Roughly estimating I'd say would travel 3000 MPH, be safe, very economical (boosted at intervals say 500 miles apart) Sail around the earth about 72 times with 1 lb of atom power. Call it a rocket and use it for scouting, locating war plants, atomic war, etc. I say the main part of the disk would rotate (with low center of gravity) slowly to keep upright tub in center, stationary for pilots

I wouldn't want to say one word untrue about seeing the disk as I really saw it. Maybe you know something about them. If not, how about me being first to start big news about predicting a disk to be maneuvered by pilots, could descend on land or sea, but if it would interfere with any U. S. experiments or inventions we couldn't say anything about it so let me hear from someone as a friendly return.

Wesley H. Long
1026 Walnut St
Carthage, Mo.

Incident: 205

Incl dent #205

Incident # 206

INCIDENT SUMMARY SHEET

Incident No. 206

1. Date and Time of Observation: 12 Nov 1945 between 1300 and 1400

2. Where Sighted: Northeast portion of Clark AF Base, Phillipine Islands

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Sgt Fredrick M. Wright, 18th Maintenance Sq 18th Main & Supply Gp, Clark AF Base

5. Occupation and/or hobbies: Sgt, USAF

6. Attention Attracted by: white speck

7. Number of Object(s) Seen: 1

8. Size of Object(s): Estimated Size: 300 ft/ 35 ft body at wings; length of fuselage Wings 47-1/2; width of wing 25 ft

9. Color of Object(s): snow-white

10. Shape (Sketch if Possible) See attached

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: 3 to 6 miles high
(estimated)

13. Estimated Distance of Object from Observer: 20 to 30 miles

14. Estimated Speed of Object: Faster than jet plane

15. Time in Sight: N/S - observed intermittently thru cloud formation

16. Tactics: Flying around Clark AF Base - no definite heading horizontal flight - apparently reconnaissance

17. Sound Made by Object(s): single roar

18. Direction of Flight of Object(s) no definite heading - flew around Clark AF Base

19. Apparent Construction: Similar to plane

20. Effect on Clouds: N/S - entered and broke out of cloud six times

21. Exhaust Trail (Color of). appeared to leave an exhaust trail from tail-end of mentioned object - "It appeared to be sky writing"

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting: 4500 scattered, visibility 30 miles.

24. Peculiarities Noted: Appeared to have no tail assembly - straight body tapering off from directly above the wings to small point

25. Summary of Incident: (over)
(See attached page)

Sgt Wright stated he was watching some cloud formations in the Northeast portion of the sky when he observed a white speck materialize and lengthen out. At first he thought it was sky-writing but as it continued to advance he thought it appeared as a whole unit. Object pursued a northwestern direction and entered a very large cloud formation As the object emerged on the northwest by north side the object appeared larger and he was able to get a clearer view. The object appeared snow-white. At one time Sgt Wright was able to obtain a side-view impression It seemed as if the side surface was broken by windows. The nose, too, was short in comparison to the length. There was definitely a wing formation - low wing and very short in comparison to the length of the fuselage. Sgt Wright perceived the object six times thru the cloud formation, in various attitudes - see attached drawings. Sgt Wright in his drawing estimates the length of the fuselage to be 300 feet. However, he stated that it would be impossible for him to estimate the length of the object if the craft was using a rear type of propulsion and utilizing a fuel that left a white exhaust. Fuselage apparently had no tail assembly. It appeared as a straight body tapering off from directly above the wings to a very small point.

Evaluation: D-5 - Sgt Wright's character and his honesty are questionable according to the interrogating officer.

SECRET

BASIC: Ltr fr Hq, Thirteenth Air Force, Clark Air Force Base, APO 719, Subj: "Sighting of Unidentified Aerial Object," dated 30 November 1948.

AG 305-GP-S 1st Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 500,

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCI.

Basic communication is forwarded pursuant to the provisions of Hq, USAF letter, dated 26 February 1948, subject: "Reporting of Information on Flying Discs," and no additional information to that contained in our radio, site AI 1249, dated 25 November 1948.

FOR THE COMMANDING GENERAL:

2 Incls:
n/c

SECRET

2221

SECRET

HEADQUARTERS, THIRTEENTH AIR FORCE
CLARK AIR FORCE BASE
APO 719

IG/[illegible]/mr

20 November 1948

319.1

SUBJECT: Sighting of Unidentified Aerial Object.

TO : Commanding General
Far East Air Forces
APO 925, U. S. Army

ATTENTION: Assistant Chief of Staff, A-2

1. Reference letter your Headquarters, dated 3 November 1947, AG 452.1, A-2, subj: "Unidentified Aircraft or Flying Objects."

2. The following information is submitted regarding Unidentified Aerial Object sighted over Clark Air Force Base:

a. Object was sighted on Northeast portion of Clark Air Force Base between the hours of 1300 and 1400, on 12 November 1948.

b. Weather: High, scattered clouds, 4000 scattered, visibility 20 miles, temperature 88, dew point 71, wind: Northeast at 8, altimeter: 995.

c. Name and Occupation of Witness: Sgt. Fredrick M. Wright, AF 39000002, 19th Maintenance and Supply Group, 18th Maintenance Squadron. At time of sighting, was engaged in Special Services activities.

d. Photographs: None available.

e. Sketches: See inclosures.

f. Object Sighted:

(1) Number: One (1).

(2) Shape: Long fuselage, low wing, airplane shape.

(3) Size: Approximately 200 feet long and approximately 140 feet wing span.

SECRET

M-L# 00252

Bd 4 v

S-206

S-838

[redacted]
Subject: Sighting of Unidentified Aerial Object

(4) Color: Shaw white.

(5) Speed: According to witness, "Faster than any jet that I have ever seen."

(6) Heading: Object appeared to be merely flying around Clark Air Force Base, with no definite heading.

(7) Maneuverability: According to witness, object was very maneuverable, due to speed, and the way it moved in and out of the clouds.

(8) Altitude: According to observer, altitude appeared to be from three (3) to six (6) miles high.

(9) Sound: Observer claims he could hear a single roar, as a single plane in the sky would make.

(10) Exhaust trail: Object appeared to leave an exhaust trail from the tail-end of mentioned object, as observer said, "It appeared to be sky writing."

5. After talking to Sgt. Wright's Squadron Adjutant and First Sergeant, the man's character and honesty in this statement is questionable. As for evaluation, the whole statement and report can be evaluated as D-6.

[redacted]

/s/ R. M. Weinzettel
/t/ R. M. WEINZETTEL
Lt. Col., USAF
AC/S, A-2

2 Incls:
1. Stmt of Sgt. Wright
2. Sketch of Unidentified Object

COPY

SECRET

[redacted]

[redacted] November 1948
Clark Air Force Base

TO WHOM IT MAY CONCERN:

The following is an eye-witness report of a strange air-borne craft or object:

On November 18, 1948, between 1300 and 1400 I saw a strange object in the sky.

I was seated in the doorway of the Billy Theatre on the north side, [redacted] and watching some cloud formations in the North-east. All at once, [redacted] spot materialized and continued to lengthen out in a northern direction. I thought at first it was a plane sky-writing, for it was so long, but as it continued to advance as a whole unit, I changed my mind; furthermore, I could see no plane (before I noticed there was no plane, I thought also it might be a few [redacted]). The object advanced in a northwestern direction toward a very large cloud formation I had been watching. It was coming closer and getting larger all the time. I thought, maybe when it comes out of that cloud, if it does, I will get a better look at it. It came out on the Northwest by North side, and I did get a good clear view of it before it disappeared in the same cloud formation.

The following is my best description of what I saw, as the whole [redacted] was out of normal comprehension. I hope to be excused for my laxity in not calling attention to it to others who were nearby.

It was unusable (the fact that I estimated it to be 30 or 50 miles away, and 3 to 4 miles high, my estimates are, just estimates), as it came out of the cloud it was broadside to me, and as it turned back into the cloud, I got a clear view of it, head-on. There was definitely a wing formation, low wing, and very short in comparison to the length of it. I saw this object six times besides before it went into the cloud formation the first time. The second time it appeared was to the South and further away; the third time, it came out directly facing me, and when it turned North to go back into the clouds, it was closer than at any other time I saw it. (Understand, all this time, I could hear a single roar, as a single plane in a clear sky would make, I did look for another plane, or maybe I should say a plane, but could find none, so I assumed that the noise was coming from the object I was watching.)

All this I did say I could also tell that the side wasn't a smooth surface, as it came around the third time — as if the side surface was broken by windows. The wave also was short in comparison with length, but, of course, it would be impossible to estimate the length of the object. If, it was an air-

SECRET

S-838

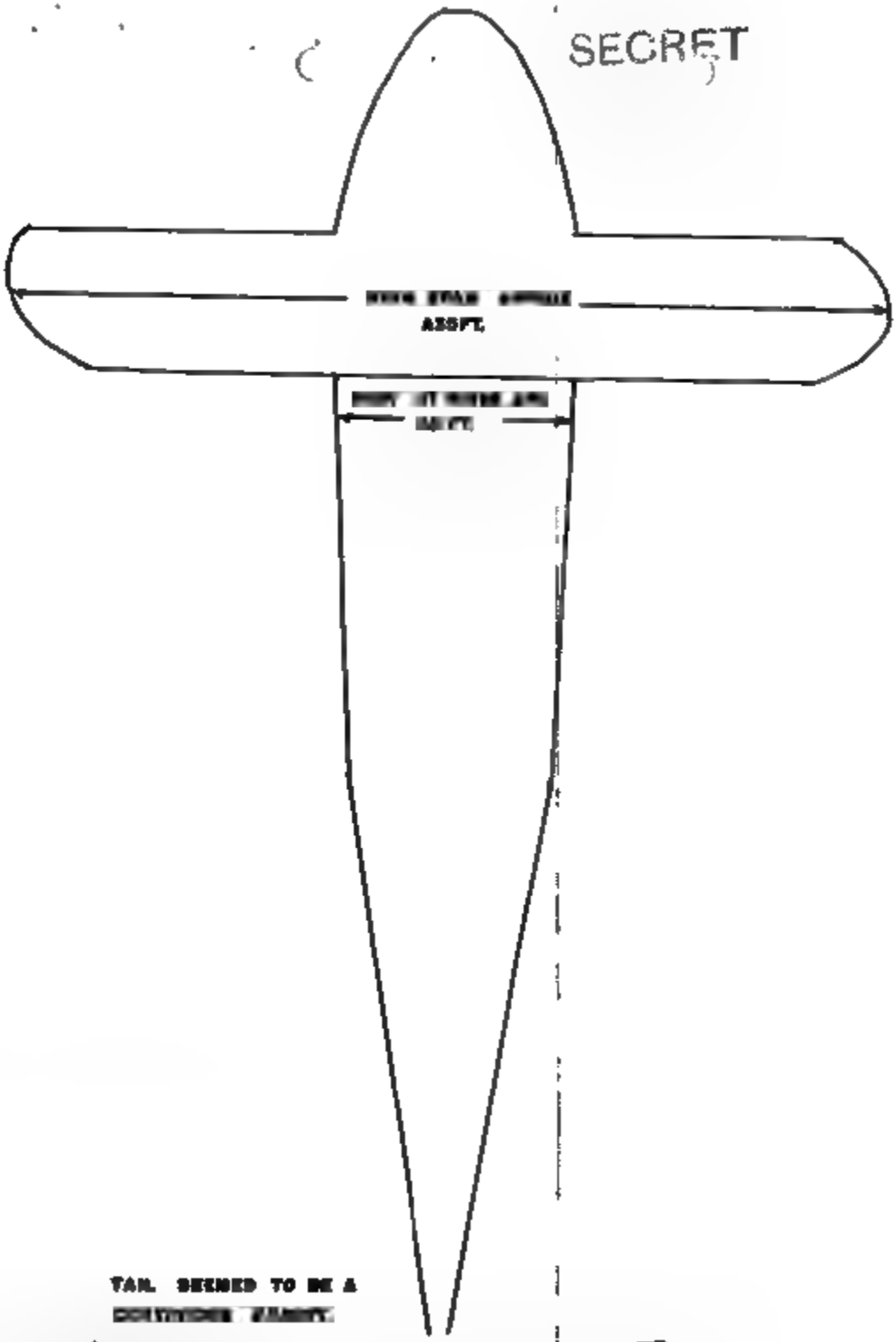
A-2# 00252

206

craft using a rear type of propulsion burning a fuel that left a white smoke, for then, you couldn't tell where the tail left off and the exhaust started, for it has no tail assembly, just a straight body tapering off from directly above the wings to a very small point.

/s/ Frederick M. Wright
/s/ FREDERICK M. WRIGHT
Sgt, USAF
AF [redacted]
18th Maintenance Squadron
18th Main. and Supply Group

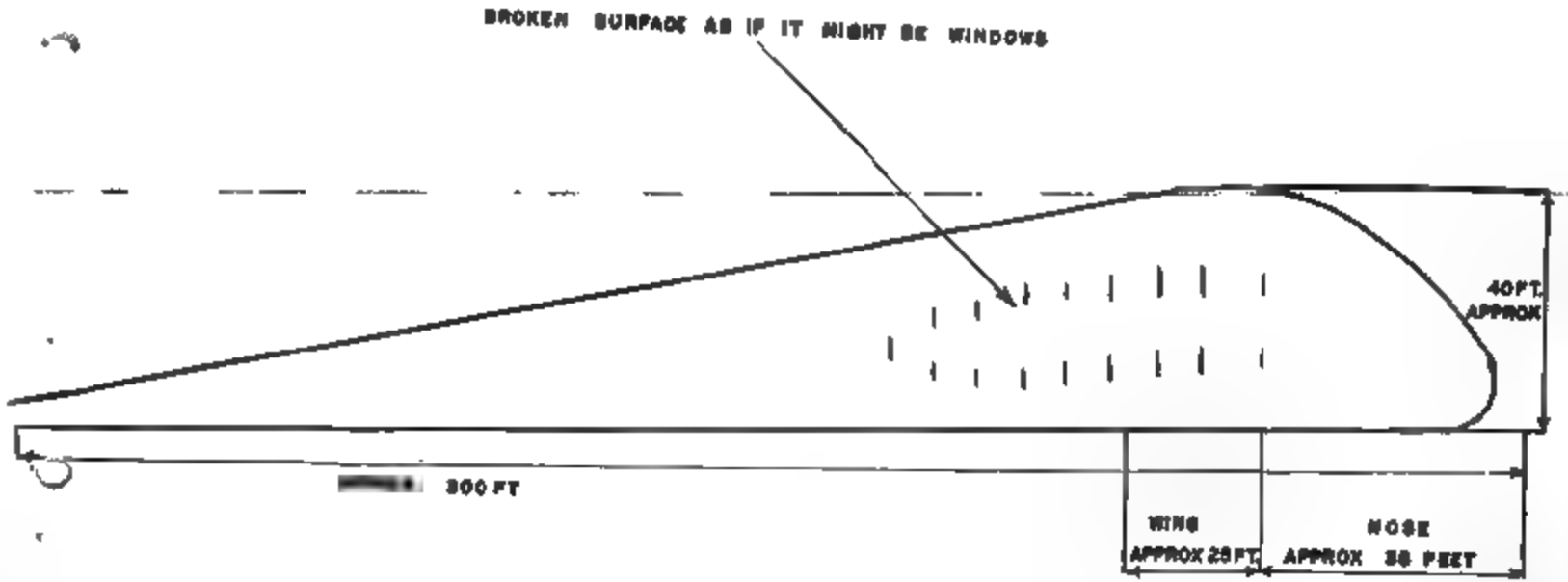
SECRET



Encl 2^
00252

SECRET

206


BROKEN SURFACE AS IF IT MIGHT BE WINDOWS
40FT. APPROX
300 FT
WING APPROX 25FT.
NOSE APPROX 35 FEET

A-2# Duel 0252

SECRET

AMC Form No. 10-2 (Rev 29 Jul 47)

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use the entire width of sheet, both sides.

Use authorized office symbol to designate addressee and addresser.

Note routing signal at lower left of form. Remaining space is reserved only for proper spacing of typewritten signature.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT: Request for Analysis

TO	FROM	DATE	COMMENT NO.
MCIAXO-3	MCIAXS	10 Dec 48	4

1. The following information is forwarded in answer to questions in Comment No 3 above:

a. Subject aircraft cannot be identified with any known domestic or foreign jet propelled aircraft.

b. There is no knowledge of any advanced types of domestic aircraft (jets) flying in the vicinity of Clark Air Force Base.

c. There are no known foreign aircraft designs which approximate the reported configuration. In regard to size reported, the nearest USSR aircraft of which we have knowledge is a development of the German EF-132 six jet bomber. Although the configuration of the EF-132 is not definitely known, it is not believed to be a tailless aircraft.

d. The approximate necessary range for an aircraft operating from Southern Manchuria would be about 5,000 miles.

e. A range of 5,000 miles, in light of existing jet engines and aircraft, is improbable although not impossible.

f. It may be roughly estimated that the gross weight of the airplane is 300,000 lbs from the arbitrarily chosen data.

g. The striking potentialities of a 300,000 lb jet aircraft, capable of a range equal to or in excess of 5,000 miles, is superior to the most advanced designs in jet bombers which we now have flying. The actual potentiality depends further upon the bomb load; however, it cannot be estimated here.

2. This R&R has not been forwarded to MCIAXS inasmuch as all questions in Comment No 3 have been covered.

3. As an expedient measure in handling similar matters in the future, it is recommended that this type of problem be first discussed verbally between members of this Section and MCIAXO.

1 Incl
n/c

JOHN H. ZELL
Chief, Aircraft Analysis Section
Technical Intelligence Division
Intelligence Department

MDB/ed
5-2270
BI 288
P 210D

SECRET

204
T 78650-A

SECRET

AMC (Form No. 104, May 20 July 47)

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for intra-office correspondence within Headquarters.

Signature all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbol to designate addressee and subject.

Note warning signal at lower left of front. Classification appears in subject only for proper spacing of typewritten signature.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT: Request for Analysis

TO: MCIAXB FROM: MCIAXD-3 DATE: 2 Dec 48 COMMENT NO. 1.

1. Attached message was received from FEAF pertaining to a sighting of an unidentified aerial object at Clark AF Base, Phillipine Islands at approximately 1330 hours 2 November 1948.

2. It is requested that the configuration described in this wire be analyzed for aerodynamic feasibility. Comments should be referred to MCIAXD-3.

1 Incl
Wire d/Nov 26

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

RRS/aw
6-5310
Bldg 288

MCIAXD-3 MCIAXB 6 Dec 48

1. The aircraft configuration described in the attached message is unusual because of the extremely long fuselage aft of the wing. Assuming the approximate dimensions quoted are correct, the principal aerodynamic problem encountered will be that of maintaining trim, with the apparent center of gravity location approximated without knowledge of the size and locations of the power plants.

2. If no tail surface is present, as implied in the attached report, trim cannot in all probability be maintained without swept wings on the airplane. Even with no tail surfaces, if the wings are sufficiently swept back, the configuration is aerodynamically feasible.

3. In an evaluation of the description, it is pertinent to consider that although the distance and altitude of the aircraft could not be determined, the dimensions were estimated. With no reference object in view, such an estimation, without knowledge of the distance to the object observed, is virtually impossible.

1 Incl
n/c

JOHN W. [illegible]
Chief, Aircraft Analysis Section
Tech Intelligence Division
Intelligence Department

RHarper
RHH/dr
[illegible]
Post 2101
Bldg 288

SECRET

T-76630-A

20c

1. This office wishes to tender its appreciation in this first instance and requests your further aid in settling the following questions:

a. With reasonable allowances for distortion or errors on the part of the observer, is it possible to identify subject aircraft by comparison with known domestic or foreign jet propelled aircraft?

b. Are there any advanced types of domestic aircraft flying in the vicinity of Clark Air Force Base, Philippine Islands?

c. Are there any foreign aircraft of advanced design approximating the reported configuration?

d. What would the flying range of any aircraft, based on foreign soil in the geographic vicinity of Clark Air Force Base, have to be in order to appear for reconnaissance purposes over American installations?

e. Is this purported flying range well within the capabilities of existing jet engines, if this were the source of power?

f. By estimating the most elementary factors of lift which can be produced, by the size and shape of the airfoils reported in basic wire, (by extension of the Prandtl theory of lift) what do you estimate is the gross weight which may be supported at an arbitrarily chosen stalling speed of 150 miles per hour.

g. Having achieved somewhat basic estimates of weight and assuming problems of controllability, stability, etc., to be within aerodynamic possibilities, what are the striking potentialities of such an aircraft from the military angle?

2. It is realized that some of these questions are not pertinent to your section, but it is felt that they follow a more or less systematic form in satisfying intelligence requirements. Please forward to MCIAXS for answer of those questions which fall within their jurisdiction and return to MCIAXO-3.

1 Incl
n/c

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

HRS/ej
65310
P 202F
B 283

T-78630-A

ROUTING AND RECORD SHEET

Incl #206

SECRET

Fm: USAFE XOB/CO FEAF
To: JCS/CG AAC WPAFB ATTN: MCC
INFO JEOIL/USAF ATTN: DIRECTOR OF INTELLIGENCE
CIN/CINCFE ATTN: G-2 SECTION
AF GE 86

1. MCIA action
2. " info
3.
4. MCAGENCY info

The following message received from 13th AF and passed in accordance with USAF letter. Subject: "Reporting of information on Flying Discs" dated 26 February 1948. A detailed report will be forwarded when received. "Unidentified aircraft sighted by enlisted man of this Command JELONE 2 Nov 1948 approximately 1330 hours, northeast by east of Clark AF Base. Distance undetermined. Altitudes from 10,000 to 20,000 feet. Description: Color: snowwhite, wing span estimated 100 to 150 feet. Fuselage estimated at 250 feet length. Distance from nose of aircraft to leading edge of wing estimated 25 to 40 ft. Fuselage appeared proportionately long with tapered nose./Tail extremity tapered to almost a point. Fuselage appeared to have windows between trailing edge of wing and tail extremity. No tail surface reported. Appeared to be exceedingly fast and sounded similar to a jet aircraft. Entered and broke out of a large cloud 6 times. No transient or base aircraft reported as being in the vicinity at the time of the observation. No confirmation by other sources. Evaluation: 0-3. Report being forwarded by mail."

S-78630-1

Incident: 206

SECRET

NOV 25 14 42

DIAMO

DA21

RE JUDAS

FM NAPLA 2SR/CE TEAT 230445/Z

TO JUDAS/CC AMC WPATR ATMO MCI

ROUTINE

1968 NOV 26 09:15

SECRET

206

PAGE 2 DAFLA 383/7/S E C R E T

FROM POSE OF AIRCRAFT TO LEADING EDGE OF WING ESTIMATED TWENTY FIVE TO

FORTY FEET PD FUSELAGE APPEARED I INTIMATELY LONGLVITH

TPAIRED NOSE [redacted] TAIL EXTREMITY

THAT TAPERED TO ALMOST A POINT PD

FUSELAGE APPARED TO HAVE TO HAVE WINDOWS BETWEEN TRAILING EDGE OF WING

AND TAIL EXTREMITYLPD NO TAIL SURFACE REPORTED PD APPEARED TO BE

EXCEEDINGLY FAST AND SOUNDED SIMILAR TO ABLE JET AIRCRAFT PD ENTERED

AND BROKE OUT OF ABLE LARGE CLOUD SIX TIMES PD NO TRASIENT OR BASE

AIRCRAFT REPORTED AS BEING IN VANCINITY AT THE TIME OF THE OBSERVATION

PD NO CONFIRMATION BY OTHER SOURCES PD EVAL CHARLIE BASH THREE REPORT

BEING FORWARDED BY MAIL PD [redacted] END

Paraphrase not required. Handle as correspondence per paragraph 3a 1 and 60a (4), AR 380-5

GOE LINE THREE PAGE TWO GROUP THREE SHUE READ AND RPT AND T-78630-1

23/05202 206

SECRET

INFO: JENTL/USAF ATTN: DIRECTOR OF INTELLIGENCE

GXM/CINCFE ATTN G-2 SECTION

AF GR MC

1. MCIA - ACTION
2. MCI - INFO
3.
4. MCAGXMU "

/S E C R E T/

CIESTVLONE TWO FOUR NINE OP-2 PD

THE FOLLOWING MESSAGE FROM THE THIRTEENTH AIR FORCE IS PASSED TO YOU IN ACCORDANCE WITH USAF LETTER CHA SUBJECT QUOTE REPORTING OF INFORMATION ON FLYING DISCS UNQUOTE DATED TWO SIX FEBUYARY ONE NINE FOUR EIGHT PD ABLE DETAILED REPORT WILL BE FORWARDED WHEN RECEIVED PD QUOTE UNIDENTIFIED AIRCRAFT SIGHTED BY ENLISTED MAN OF THIS COMM JBLONE TWO NOV FOUR EIGHT APPROXIMATELY ONE THREE THREE ZERO HOURS CHA NORTHEAST BY EAST OF CLARK AIR FORCE BASE CHA DISTANCE UNDETERMINED PD AT ALTITUDES FROM TEN THOUSAND TO TWENTY THOUSAND FEET PD DESCRIPTION CLN COLOR SNOW WHITE CHA WING SPAN ESTIMATED ONE HUNDRED TO ONE HUNDRED FIFTY FEET CHA FUSELAGE ESTIMATED TWO HUNDRED FIFTY FEET LENGTH PD DISTANCE

INCLD #206

Incident # 206

Incident # 207

INCIDENT SUMMARY SHEET

Incident No. 207

1. Date and Time of Observation: 15 Nov 1948 2145 hours

2. Where Sighted: Circling Andrews AF Base, Camp Springs, Md

3. Observer's Position: Air
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: 2d Lt Kenwood N. Jackson, 1326 25th St, S.E., Washington, D. C.

5. Occupation and/or hobbies: 2d Lt AFR - telephone cableman

6. Attention Attracted by: light

7. Number of Object(s) Seen: 1

8. Size of Object(s): Undetermined

9. Color of Object(s): N/S

10. Shape (Sketch if Possible) Oval, no wings or tail surfaces

11. Nature of Luminosity: Seemed to give off a dull glow
(directed beam of light?)

12. Altitude of Object: 1700 to 5,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: N/S

15. Time in Sight: 15 to 18 minutes

16. Tactics: Evasive tactics - continued to circle field. Could climb vertically, then would drop behind and continue to circle field

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) Northeast - Southwest

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: [redacted] Climbed out of sight toward northeast

23. Weather Conditions at Time of Sighting: CAVU - no clouds, haze or smoke

24. Peculiarities Noted: No wings or tail surfaces - extreme maneuverability

25. Summary of Incident: (over)
(See attached page)

Object first sighted at approximately 2145 18 Nov 48. It was flying from northeast to southwest across Andrews field at 1700 feet. Plane then descended from 4,000 ft to same altitude as object which was then coming back across Andrews Field from the Southwest on a Northeast heading. Object and plane then flew in circles, object on outer circle. Plane followed it to 7000 ft. While climbing plane made 3 to 4 passes at the object to identify it. As plane descended at approximately 240 MPH object would then climb vertically, drop below plane from behind and continued circling the field. In a last effort the plane switched on a landing light and the object momentarily gave off a dull glow. It appeared oval with no wings and no tail surfaces. After the object was sighted in the landing light, it headed to the Northeast climbing rapidly. Plane lost sight of object at 8,000 ft; the time was then 22:03

Weather at the time: CAVU - no clouds, haze or smoke.

Taken from signed statement of Kenwood W. Jackson, 2d Lt, AFRes, AO-944113

Statement corroborated by Glen L. Stalker, 2nd Lt, USAFR.

Object first sighted at approximately 2145 15 Nov 48. It was flying from northeast to southeast across Andrews field at 1700 feet. Plane then [redacted]ended from 4,000 ft to same altitude as object which was then coming [redacted] across Andrews Field from the Southeast on a Northeast heading. Object and plane then flew in circles, object on outer circle. Plane followed it to 7000 ft. While climbing plane made 3 to 4 passes at the object to identify it. As plane descended at approximately [redacted] MPH object would then climb vertically, drop below plane from behind [redacted] continued circling the field. In a last effort the plane switched on a [redacted] light and [redacted] object momentarily gave off a dull glow. It appeared oval with no wings and no tail surfaces. After the object was sighted in the landing light, it headed to the Northeast climbing rapidly. Plane lost sight of object at 8,000 ft; the time was then 22:03

Weather at the time: CAVU - no clouds, haze or [redacted].

Taken from signed statement of Kenwood W. Jackson, 2d Lt. AFRes. AO-944113

Statement corroborated by Glen L. Stalker, 2nd Lt. USAFR.

INCIDENT SUMMARY SHEET

Incident No. 207A

1. Date and Time of Observation: 18 Nov 48 2200 hours

2. Where Sighted: East over Andrews AF Base, directly over Camp Springs, Md

3. Observer's Position: Air
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Henry G. Combs, 2d Lt, USAFR

5. Occupation and/or hobbies: 4511 S. Capitol St., Washington, D. C.

6. Attention Attracted by: movement of long moving lighted object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Smaller than a T-6 type aircraft

9. Color of Object(s): dull gray (whitish gray)

10. Shape (Sketch if Possible) Oblong ball, no wings or tail surfaces (oblong ovate)

11. Nature of Luminosity: Seemed to have had one continuous glowing white light (directed beam of light?) Could not determine whether source of light eminated from entire object or was exhaust type in nature.

12. Altitude of Object: 1700 ft to around 7500 ft
(estimated)

13. Estimated Distance of Object from Observer: Approx 300 to 400 feet on one instance

14. Estimated Speed of Object: 80 to 600 MPH

15. Time in Sight: 10 to 12 minutes

16. Tactics: Evasive controlled tactics and ability to perform tight circle quick variation of air speed. Vertical ascents. Evasive movements

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) East to West in circular pattern

19. Apparent Construction: metallic

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): no exhaust flame

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: CAVU, no smoke, haze or fog. Full moon.

24. Peculiarities Noted: No wings or tail structure; extreme maneuverability - highly evasive movements, high rate of acceleration.

25. Summary of Incident: (over)

(See attached page)

At approximately 2200 hours Lt Henry G. Combs sighted an object flying on a 360° pattern from West to East over Andrews AF Base. The object had one continuous glowing white light. Combs thought it was an aircraft with the wing navigation lights turned off or burned out. He then made a pass to check. Object then took evasive action. First contact established at 1700 feet over Andrews AF Base. When object started taking evasive action, Combs switched wing and tail navigation lights off. Maneuvering his ship so that his exhaust flame would not be noticed in an effort to get the object on his left he proceeded to close in but the object quickly flew up and over his aircraft. Then Combs attempted to maneuver the object between his ship and the light of the moon. This was done by making very very tight 360° turns with flaps down while making a steady climb. Object was able to turn inside of Combs' aircraft even under this condition. Another amazing feature was the quick variation of airspeed from 80 MPH to 500 or 600 MPH Combs remained in contact with the object for some 10 minutes with the object between the lights of Washington, D. C. and his aircraft. He could only see an oblong ball with one light and no wings and no exhaust flame. Trying to close in again he remained in sight of it up to 6000 feet, then down to 3500 feet to 4000 feet but it always easily evaded him. Then object and Combs ~~flew~~ climbed up to 7500 feet. Combs pulled back up sharply and came up underneath the object within 300 to 400 feet. He then turned his landing lights on it. It had a very dull gray glow to it and was oblong in shape as mentioned before. Object then performed a very tight curve and headed for the East coast at about 500 to 600 MPH.

Witnesses agree that (1) Object was highly maneuverable,
(2) Seemed aware of the presence of a following aircraft
(3) Capable of almost vertical flight
(4) Was smaller in size that T-6 type aircraft.

Witnesses were uncertain as to whether source of light observed eminated from entire object or was exhaust type in nature.

At approximately 2200 hours Lt Henry G. Combs sighted an object flying on a 360° pattern from West to East over Andrews AF Base. The object had one continuous glowing white light. Combs thought it was an aircraft with the wing navigation lights turned off or burned out. He then made a pass to check. Object then took evasive action. First contact established at 1700 feet over Andrews AF Base. When object started taking evasive action, Combs switched wing and tail navigation lights off. Maneuvering his ship so that his exhaust flame would not be noticed in an effort to get the object on his left he proceeded to close in but the object quickly flew up and over his aircraft. Then Combs attempted to maneuver the object between his ship and the light of the moon. This was done by making very very tight 360° turns with flaps down while making a steady climb. Object was able to turn inside of Combs' aircraft even under this condition. Another amazing feature was the quick variation of airspeed from 80 MPH to 500 or 600 MPH. Combs remained in contact with the object for some 10 minutes with the object between the lights of Washington, D. C. and his aircraft. He could only see an oblong ball with one light and no wings and no exhaust flame. Trying to close in again he remained in sight of it up to 6000 feet, then down to 3500 feet to 4000 feet but it always easily evaded him. Then object and Combs then climbed up to 7500 feet. Combs pulled back up sharply and come up underneath the object within 300 to 400 feet. He then turned his landing lights on it. It had a very dull gray glow to it and was oblong in shape as mentioned before. Object then performed a very tight curve and headed for the East coast at about 500 to 600 MPH.

Witnesses agree that
(1) Object was highly maneuverable.
(2) Seemed aware of the presence of a following aircraft
(3) Capable of almost vertical flight
(4) Was smaller in size that T-6 type aircraft.

Witnesses were uncertain as to whether source of light observed emanated from entire object or was exhaust type in nature.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 207-B

1. Date of Observation . 18 Nov 48 . . . .
2. Time of Observation . . N/S . . . . .
3. Where was Object(s) Sighted . Over Andrews AF Base, Camp Springs, Md . . . . .
4. Observer's Position . . Ground while on duty . . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . . John J. Kushner, S/Sgt USAF, 2238th AFRTC Andrews AF Base.
6. Occupation and/or Hobbies . S/Sgt USAF, Crew Chief. . . . . .
7. Attention Attracted to Object (s) By . Noise . . . . . .
8. Number of Object(s) Sighted . . 1 . . . . . .
9. Size of Object(s) . . N/S . . . . . .
10. Color of Object(s) . . N/S . . . . . .
11. Shape (Sketch if Possible) . . N/S . . . . . .
12. Nature of Luminosity . . . N/S . . . . . .
13. Estimated Distance of Object from Observer . Not very high . . . . . .
14. Speed of Object(s) . . N/S . . . . . .
15. Time in Sight . . . N/S . . . . . .
16. Tactics . . . N/S . . . . . .
17. Sound Made by Object(s) . . . . Twice as loud as F-47 but similar in sound
18. Direction of Flight of Object(s) . . Cannot be ascertained from statement . . .
"came from direction 2238th Eng across field towards Hanger #1"
19. Apparent Construction (Of What Material or Substance) . Flight? . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . . N/S . - no exhaust seen . .
21. Weather Conditions Existing at the Time . . Night - moonlit - as gleaned from statements of pilots
22. Peculiarities Noted . did not look like an aircraft . . . . . .
23. Summary of Incident . (over). . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident 207-B

Statement of S/Sgt John J. Kushner corroborates account of 2d Lt Kenwood W. Jackson and 2d Lt Henry G. Combs. Sgt Kushner was on ground duty when he heard a noise. Turning his head in the direction of the sound he saw a shining object coming across the sky. It made a sound similar to a P-47 only twice as loud. It seemed to him to be coming from the direction of the 2238th Engineering Hangar across the field toward Hanger #1. It wasn't very high. It couldn't have been a P-47 and witness did not see an exhaust. Shortly afterwards, he heard the same noise only higher up over the field. He stated the object did not resemble an aircraft.

INCIDENT NO. 2076

1. Date of Observation 18 Nov 48 Date of Interview _____
2. Exact time (local) 2200 Hrs.
3. Place of Observation NW Corner Andrews AF Base, Maryland.
4. Position of observer Air
5. What attracted attention to object [illegible] -
6. Number of objects
7. Apparent size
8. Color of object
9. Shape
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s)
14. Time in sight
15. Speed
16. Sound and odor
17. Trail
18. Luminosity
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions

(over)

Incident: 2070

Name and address of observer: Glen L. Stalker 2nd Lt. USAFR
1737 K St. NW Apt. 203 Washington, D.C.

Occupation and hobbies: Pilot-Realty Salesman.

Comments of Interrogator relative to intelligence and character of observer(s):

[illegible]:

CONFIDENTIAL

HEADQUARTERS
[illegible]TH AF RESERVE TRAINING CENTER
ANDREWS AIF FORCE BASE
WASHINGTON 20, D. C.

MPO/jog

SUBJECT: Project 'Sign'

TO: Commanding General
Air Material Command
Wright-Patterson Af Base
Dayton, Ohio
ATTN: Chief, Intelligent Dept.

In compliance with letter your headquarters, subject as above, dated 13 Dec 1948, the attached information is forwarded.

FOR THE COMMANDING OFFICER:

MICHAEL F. CONISTY
Capt, USAF
Adjutant.

1 Incl:
Completed EEI Form

CONFIDENTIAL

CONFIDENTIAL

ESSENTIAL ELEMENTS OF INFORMATION
(ref sighting of Unidentified Aerial Objects)

PROJECT 'Sign'

Encounter Reports: Andrews AF Base, 18 November 1948

1. 18 November 1948

2. 2200 hours

3. b. (1) B-6, 150, 1700 to 7500 ft Alt., 90 deg to 270 deg. circular pattern

   (2) East of Washington, D. C., directly over Camp Springs, Md.

   (3) Various, Aircraft in contact (visual) for approx. 10 to 15 minutes

   (4) 38 deg 49 min, North; 76 deg 47 min 30 sec West

4. One (1)

5. a. Approx. same level within 300 to 400 feet

   b. Various

   c. 1700 to 7500 feet Altitude

6. Ten (10) to twelve (12) minutes

7. a. Whitish gray

   b. Oblong, ovate

   c. Opaque

   d. (1) Unknown

      (2) Not accurately described but estimated to be smaller than B-6 type aircraft

8. Generally East to West in circular pattern

9. Capable of multi-directional flight, including almost vertical maneuverability highly evasive movement, and capable of high rates of acceleration

10. None

11. Not applicable

12. One (1) light of undetermined size

CONFIDENTIAL

13. None observed

14. Not applicable

15. None observed

16. None observed

17. Range from 50 mph to estimated 600 mph

18. None [redacted] observed

19. None observed

20. Not applicable

Report Relative to Observers:

1. Henry G. Combs, 2nd Lt USAFR AO-639 354

   Glen L. Stalker, 2nd Lt USAFR AO-2 075 915

   Wenwood W. Jackson, 2nd Lt USAFR AO-544 113

   John J. Buckner, S/Sgt USAF AF-13 086 245

2. Addresses:

   Combs - 1611 So. Capitol Street, Washington, D. C.

   Stalker - 1737 K Street NW, Apt 203, Washington, D. C.

   Jackson - 1326 55th Street SE, Washington, D. C.

   Buckner - 2298th AFRTC, Andrews AF Base, Washington, D. C.

3. Occupations:

   Combs - Construction Foreman

   Stalker - Realty Salesman

   Jackson - Telephone Cableman

   [redacted]

4. Place of Business:

   Combs - Not known

   Stalker - Drury Realty Corporation

   Jackson - Chesapeake & Potomac Telephone Company

   Buckner - Airman, USAF

5. Usual hobbies, such as sports, modeling, and interest in aviation, were admitted by all observers.

6. Since all personnel listed as observers of object in question have had experience as crew members or pilots of aircraft within the last five years or more, ability to estimate speed and distances in relation to airborne objects is considered above normal.

7. Reliability: Source, AG Records and available 201 Reserve Personnel and other Files.

Through investigation of current and available military records of subject observers, reliability is considered good since no unfavorable comments, entries, etc were revealed.

8. Object was sighted from airborne aircraft in immediate traffic pattern by three observers, all pilots. One observer sighted object from the ground. Attention was drawn to object by airborne observers through attraction of lone moving lighted object. Ground observer states that sound attracted attention.

9. None

10. All observers of object in question are considered to be of average or better intelligence. None of the observers demonstrated any particular inclination to distort or exaggerate the incident, but rather were puzzled as to the fantastic picture that oral statements presented in written form. It is believed that sound reported by ground observer can be attributed to sound created by diving T-6 aircraft, as indicated by action of other observers. Each observer was convinced that what he saw or heard was the truth as far as he was concerned. From all available information, no reason can be determined on which to base any question as to the intelligence and character of personnel concerned.

Report Relative to Radar Sightings:

1. Not applicable

2. Not applicable

General Information:

1. See attachment # 1

2. See attachment # 2

3. Due to heavy aircraft traffic in Washington D. C. area not possible to to obtain such information.

4. None reported

5. Not applicable

6. Equipment not available to enable procuring of required data

7. Not available

8. Statements forwarded with original report.

9. Not applicable

MICHALE F. OGNISTY
Captain, USAF
Unit Intelligence O.

12-728

2100E

AWUE 9691-3 190230Z
WRI O6F 271/40/40C/032
BME -C/18 254/34/30C/026/RAREP PPINR
BGR C15 237/39/29-4/022/RAREP PPINR
MNT O15 254/40/27T6/027/ ///9/
BED O15 261/43/36-8/028
CEE O6 271/38/32110/032/99361 99124 99461 99651
SWF O15 251/43/39>10/025
HEM O6H 281/41/40C/035/RAREP PPINE/99511 99321 99224 99124 99134
99311 99511
RDG C12 26-/40/34<10/029
TDT C6 261/46/40<3/017/RAREP PPINE/99431
BOF C12 247/52/42<7/026/ RAREP PPINE/99631 60548 60448
* 67448
ADW C18 254/49/41T<6/027/RAREP PPINE/99621 99992 61910
ADT C17 256/42/42-3/231
GPP -C/4NF 153/52/38-15/008/RAREP PPINE
LNT C17 149/54/44-<10/995
MTC -C 15 126/46/42-<12/004/RAREP PPINE/99642 63610 32351 25438
CCI M5T97 112/55/46<17/984/15511 10538
RAV T12@6H 285/55/50-<20/976/RAREP PPINO/ 10613 25368 CNTL DOG INCPY
BLV T6 W1164P- 251/58/57T<10/968/CIG VRBL 9-13/05318
FFC G 5NK 129/46/N<3/990/RARAP PPINE/12338 08120 00048
ILN C/8 135/53/46-10/992/RAREP PPINE /25548
FTR PBY4RNK 095/55/55-<10/981
LFI CE 246/57/52-6/026/RAREP PPINR/99621 99591 99711
FTD E3.67 220/61/4/<3/017/RAREP PPINP
SSC E2 CS 203/65/60-4/012/RAREP PPINO/ ///9/
GRE T5 M2107L QIYXTUXTTJQPXPPIXQTYQY QPYEY

WRB E50010 152/71/6---------- 2/998
LSF T12 E9?@C18 135/72/66T8/993/99810 ///2/ 40918 RARAU 335KCS
NXF FINO
SE E-5 7510250112 095/70/67<15/981/RAREP LINF - 15MI N MOVG T 38MPH
DIAMETER 40MI 16MI WIDE BRGS 287DEG 15MI 068DEG 15MI
BAD C/15 047/60/45-<8/966/RAREP SCTD 140 SENMOVG → 30
DIAMETER 40MI/99990 99930 ILSNO OUTNO BONNO
BIX U110 4N 078/72/72T<20/976/SCUD E 4 MND
PAM C/1009 129/74/68T<16/990/ ///9/
BFN E8C/07 E66UEXUPALURXOUIXPYREI PTWEO PTYQI PTWEO PTWO
VPS W5@6 122/72/71<22/989/25358 03129
NCF C/45C12 166/76/69<12/031/ ///9/ 99930

NNT
ORL C/18 169/75/71-7/003/99044
V

GRE
MGE S7 E2007 149/63/61-6/997/18618

Attachment #1

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AMUC 9891-2 1903372
TDI 53 C. 60F 271/38/38C/332/307
TVE -4/... 254/33/29C/32[illegible] .1 [illegible]69/2
SGT C 5 244 4[illegible]/31-12/824/324
LT C/1[illegible] 257/38/3117/028/ 306 C059/2/ ///9/
SEL C15 264/39/29-6/029/ 305
CEE C6 271/37/32C/032/ 3[illegible]/99353 99124 9946[illegible]/99351
[illegible] 025/ 132
[illegible] 1 C6GF 271/39/39C/032/ 902/99224 99114 99154 99321 99521
RTG C6 264/44/35<5/029/ 306
MDT C8 264/45 4[illegible]/[illegible] 4[illegible]99491
TCT C12 247 49/43<E-526/ -9/99[illegible]21 68--/8422- V2/C[illegible] ----
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[illegible] 4[illegible] 4[illegible] [illegible] IN LO[illegible] TLF[illegible] / [illegible]
CTP [illegible]/4[illegible] 193/52/37-16 [illegible] 172 [illegible] 59/2
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MTC -[illegible] 46/42-15/022/ 807 [illegible]952/9963 6[illegible]61 3[illegible]351 25440
CCI M2700K 165/55/46<14 982 3[illegible]5 5009/10538
[illegible] 56[illegible] [illegible] 55/52<22/975/ 8[illegible] 57[illegible]/ 8328 [illegible]5268 CTPL DOC LTOPV
[illegible] 594[illegible]- 051/59/55<12/968/ 626 5[illegible]/[illegible]5238
FFO [illegible] 425 51[illegible]-6 969/ 7[illegible]9 [illegible]0922/10526 28126 [illegible]
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FTM [illegible] 995/55/551<12/981/284 5009
ILFI 02 247/57/54-5/026/ 603
FTD M2507 213/63/53<4/016/ 903 5009
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NMT 513 E220/07 112/72/66<11/986/INTMT R- RARCP PPINP/ 9[illegible]3 57 9[illegible]/[illegible]638
08369
[illegible] E8[illegible]50012 088/71/67<20/979/RAREP SLD 10MI NNE MOVG TA 45[illegible]PH
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BAD 0/15 061/58/47-<13/970/RAREP PPINE/ 319 030672/99997 9993
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EFM 517 -0/807 288/73/78<24/978/ 806 840922/06428 05239 05618 05229 27943
VPS W80/08 119/73/71<20/988/RAREP PPINE/ 906 570422/05348 03129
MCF 0/45012 166/76/69<10/201/RAREP PPINE/ 603 570422/ ///9/ 99930
ORL 0/30010 169/74/71-7/003/ 102 230922/99034
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TRF 57 0/3506 146/72/68<8E/995/ 904 570932
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19 NOV 48

AMU? 9691-3 190430Z
PRI C2/16GF 274/33/33C/033
RME ~C/1? 254/32/28C/026
EGR 82C15 247/39/39→?6/025
TNT C/1? 264/34/3216/030/ /XOX
ZTD ~C/15 268/39/29→2/030
CEE C6 268/35/32C/032/99341 99124 99461 99651
TUF C15 251/32/33C/025/RAFRZ 108MFL RH 28
MEM C3GF 271/38/38C/032/99214 99114 99154 99321 99521 99511
DDG C6NY 264/38 34C/029/WND LGT AND VRBL
TDT C6 264/43/28C/028/99381
BOF C12 244/49/44C/025/99661 99331 99631
* MEW C8 247/45/39↖6/025/99621 9999, 99920 50618
ADF C7 268/40/40←4/031/GF IN LOW PLACES
GPF ~C/4N 190/52/37←12/028
LYN C/7 119/57/48↖18/993/BINOVC
MTC ~C/1? 176/47/42←12/022/99930 60650 30448
CZI E26@5K 098/54/47←↖13/980/10528
RAN C7 W8@SK 078/56/53↖20/974/OCNL SPKL/ 28318 05368 CHNL DOG INOPV
PLV C9 M6S@5R- 027/59/57↖24/960/R- INTMT PRESFR/10388
FFO @/5NK 129/55/N↑↖11/988/12528 08128 00046
ILN @ 8 125 54/46←8/990/
FTK W7@3RK 088/53/5317/97
LTI C9 240/57/54←↖6/025
STB
TSC
MIN
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SSC E2@O/06 196/62/60←4/010/ ///9/
GRE 7 M12@6L- 180/56/55↖10/006/10326 08326

WRB E5@@10 149/70/67↖10/997
LCF C/18 125/71/6719/990/50858 20618 15618 RARAU 335KCS
MYF E20@/07 108/71/66↖8/985/10628 08379
SFM E80C20-C12 085/71/61↖20-/978/G24 RAREP LINE 15MI SSW MOVG ↑↗ 60MPH
BRGS 194DEG 15MI 213DEG 15MI LINE 27MI SSW MOVG ↑↗ 60MPH DIAMETER
17MI WIDTH 7MI BRGS 192DEG 22MI 215DEG 33MI
BAD C/15 064/54/37→↖18+/971/RAFRZ 125NSL RH30 RAREP PPINE
G 30 MPH/99953 99973 ILSNO OUTNO BONNO
BIX E12@/06N 075/72/72↑↖22/975/RAREP PPINE

PAM C/8 122/73/69↑↖18/ ///9/
EFM A15@/07 066/73/70↑↖30/978/05449 05618 05229 20943 40913
VPS W8@/06 115/73/70↑↖22/987/05348 03129
MCF @/45@12 159/75/70↖13/999/ ///9/ 99930
ORL @/36@10 169/74/70←9/003/99024
GRE
MGE H12@5L- 142/62/61←↖4/995/06438 VIA GRE
TRF C/20@8 146/70/66↖8E/995

23

PEUT 5896-1-3-4 1908152
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2 [illegible] 43521 63215 83520 73846 22849 RAVIN 42560 62778 82938 83636
TTI 21 3613 63616 83569 [illegible] 82430 20110 43616 62922 82942 02845
82840 02879 SENT AS RECEIVED
[illegible] 21 [illegible] 4229 4 [illegible] 21 [illegible] 66738 0517 8742[illegible] 7220 [illegible] 23415 42417
[illegible] 23342 23445 43350 63352 83451 03363 23474 43377 63386 [illegible]
LOT 21 RAVI[illegible] 7622 [illegible] 0719 40612 [illegible] 6[illegible] [illegible]
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43361 43379 63456 83260 83135
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2476

FLV 59 RAVIN RAIO
LRY
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6[illegible]
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RAN 21 RAVIN 01112 1415 21726 1631 41833 1935 62733 2135
[illegible] 22332 42334 62334 82242 92252 22255 42[illegible]
62266 82265 72264 27[illegible]2 47[illegible]7 62251 87400 72473
DLN 21 RAVIN [illegible] 11715 1918 41922 1925 61927 1925 82[illegible] [illegible] [illegible]
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27445 47441 87443 87482
GTT 21 [illegible] WQEPI QEPO RQRQP QRQQ YQCQT QUQT IQOWP WQWP
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[illegible] 21 RAVIN [illegible] 2715 22712 2817 42834 2936 62840 2941 82842 2743
[illegible] 22667 42660 62795 82894 82790
RGR 21 FIBAL [illegible] 2915 23124 3729 43935 3649 63245 3755 83175 3194
[illegible] 23296 43264 63124 83133 23193 23175 4[illegible] 62142
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[illegible] 21 [illegible] 1915 [illegible] [illegible]
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VPS 21 RAVIN 01518 1518 21527 1531 41434 1733 61832 183 IQOER QOEY P
21934 41836 62148 82245 81257 22251 42446 62537 82539 02373 22484 //
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MNF 21 RAVIN 01112 1424 21526 1638 41836 1939 61948 1935 82035 2033
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BAD 21 RAVIN 02018 2016 22327 2328 48338 2349 68359 2356 82252 225
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TSI P3 ///// 3412 23414 3413 3413 8226 63622 3926 83429 3932 03441
23340 43345 63252 83152 83258
MUF PIFI
LGP P3 RAWIN 02910 3427 23327 3223 43124 3226 63336 3443 83349 3245 03344
23356 43369 63372 83364 03389


TLS P3 RAWIN 03106 3176 43013 2824 62831 2836 83039 3147 03142 23953
43157 63178 83182 03177 23186 43181 63278 83282 03291 3324 4713
67112 83185 83188 53097
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63310 83107
ALM P3 RAWIN PIIO
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22245 4217 62144 82125 02176 22187 42100
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42231 62424 82338 02344 22260 42265 62284 8[illegible] 2[illegible] 47717
67[illegible] 62326 27303

PLV P3 PIPAL 41515 1720 21753 1860 41952 2046 62146 2241 82276 2741 2345
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2423 02512 22638 42645 62539 82648 02646 22651 42655 62657 82653
02661 22660 42758 62659 82679 02683
SICRTC RAWIN 01317 21713 1911 42227 2178 62714 2921 82723 2737 02732
22655 42655 62647 02684 0268 27720 42886 62899
MTC P3 RAWIN 02510 2516 22526 2617 42717 2621 62526 2626 82526 2647
02742 22755 42556 62666 82683 02732 27667 47812 67727 87727
GRP P3 02212 22215 2415 42422 2525 62537 2735 82542 2845 2852
RAE P3 RAWIN 02713 2719 22751 2758 42767 2758 62742 2773 82794

PGR P3 PIFO
SWF P3 RAWIN 02712 2825 22830 2935 43040 3145 61856 3152 83152 83453
02843 22870 42883 67803 87807 07810 27808 42889
[illegible] P3 PIPAL 02[illegible] 2616 22422 2327 42427 2527 62623 2729
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[illegible]
MIN[illegible] 3439 43-32 3315 42916 2319 62125 21-1 2135 2249 02357
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62745 82758 027-9 52137
MGE P3 PIFO
MXF P3 RAWIN 00416 1110 21708 1908 42111 1913 61812 1811 82810 1810 02722
22512 42317 61211 81912 02806 22804 43210 63017 82734 02837 22942 42746
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PAD P3 RAWIN 01668 1627-21736 1839 41837 2037 62042 194E 81844 0239
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END DMA
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MUF PIFI
LGF 09 RAWIN 00000 0000 20707 0608 40410 0111 63511 3608 83518 0135
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 82954 02865 22785 47805 67929 87922 07913 27902
LRY09 RAWIN RAWI

FWH 09 RAWIN 01607 1717 22040 2047 42147 2345 62346 2347 82453
2356 02362 22376 42384

FLV 09 RAWIN 01606 21530 1848 41955 2051 62144 2132 82217 1511
01317 21626 41743 61763 81867 01884 21822 41990 61903 8159 06507
LRY
EAR 09 RAWIN RAIO

FLV 09 01312 1520 21943 2058 2155 62152 2253 82254 2256
02257
RAN 09 RAWIN 01214 1318 21838 1825 42027 2131 62133 2133 82232
2235 02237 22338 42338 62342 82440 02440 24447 42446 62450 82560
02578 22577 42672 62672 82679 02586 52593 02470
ILN 09 RAWIN 02908 21617 1722 41825 1827 61924 2215 82218 2424 2524
22627 42540 62642 82655 02547 22568 42699 62692 8761 7613 22751
GRP 11 01.03 21712 1506 41813 1918 62023 2223 82226 2233 02253
RMS 09 RAWIN 00903 2108 22820 2828 42933 2945 62954 2964 8375
2977 02581 22795 42785 62890

PGR 09 PICO
SWF 10 RAWIN 02914 3015 23017 3124 43122 3131 63065 3152 8295. 295.
02978 22808
HFM 09 PIPAL 02908 2729 23145 3051 42828 2724 62731 2732 82632
2632 02754
ADW 09 PIPAL 03406 3609 23406 3608 42611 2712 82608 2609
WRP 09 04*280 08000 1110 21409 1815 42003 2719 62022 1817 81815 1815
02113 21813 41916 62011 82216 02017 21313-42018 62016 82115 02409
2241. 42318 62440 824-4 02426
KERPERBPIFO
      NKHMGE JPO GIIFO
KERPPGGIIFO
GRE
  MGE 09 PIFO

VPS V09 RAWIN 01408 1513 21814 1915 42116 2320 62425 2421 82217 2117
LWOM                                                                GPWHQ
MXF 09 04*280 00000 0012 21725 1825 41919 2017 62116 2020 81925 1825
                                                                    01924
425-0 62347 82350 02345
PAD 09 RAWIN 01608 1927 .1940 2842 421 6 215  62267 .350 8226
2.14 02150 22239 421 2 62060 8.059 02064 22074 42084 62052 82080
8.069 22062 42373 62299 82298 02283 57315
ORL LPO VPIFO
MCF 09 RAW N 00908 1705 21906 2206 41608 1609 61609 1606 81910 2112
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PDUS: 9896-1-3-4 1818152
MCC 15 00404 3620 23527 3528 43422 3414 63618 0210 83115 3522 00131 23639
43235 63122 63143 RAWIN 03148 23154 43154 63152 83158 03074
TEI 15 RAWIN 20610 3612 43612 0114 63619 3523 80125 2135 03634 23500
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RAN 16 RAWIN 01116 1317 21926 1933 41935 1836 61836 1934 81835 1843
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22326 42536 62443 82460 02474 153-58062499 67402 87433
MTC 15 RAWIN 01503 1507 21010 1810 42112 2215 62320 2323
82322 2525 02528 22540 42562 62671 82668 02672 22677 42681
67624 87646
GRP 15 DLAD
RME 15 RAWIN 00000 0000 22828 2841 42847 2854 62856

BGR 15 PIBAL 02715 1910 23011 3018 43024 3034 63040 3167 88104 3195
03170 23055 48004 68040 88038
SWF 15 RAWIN 02712 2613 23116 3126 43130 3028 62928 2832 82836
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2417 02415 22517 42634 62446 82650 02656 22653 42752 12772 82770
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BAD 15 RAWIN 02110 1932 22041 2052 42053 2154 62145 2134
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WHT T LWPT SIFQI ITSTART OVER

VV

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IBT 025 220/57/38-18/017/ 90500 34/ ///9/
SED 015 227/58/37-14/018/ 30300 36/99661
CET 010 237/57/33-9/022/ 90300 40/99770 99321 99121 99024 99161
SWF 0/15 230/60/47-5/019/ 60400 0046/2 35/ ///9/
MEM -0 10 254/62/37-4-1300E/027/ 80300 0059/2 40/99651 99671
RDG 0/8 254/64/25C/026/ 90200 0019/2 30/99910 99631
WRI 0/15 254/62/27C/027/ 90400 0049/2 37/99591
MDT 09 257/62/43T2/026/ 90600 28/ ///9/
ADN -0/40 257/61/47T8/028/ 90300 00498 32/ ///9/
BOT 015 251/63/36-8/027/ 90500 38/ ///9/ 99930
LFI 012 256/62/45-7/029/ 80400 38/99671 99431 99421
FTB 0/10 227 70/43-6/019/ 80900 030942 41/99561
GRE E5008 196+63/45-10/-------VL
GRE E5008 196/63/45-10/012/ 81300 5004 50/30740
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MCIAXO-3

MCIAXO-3/Ma3/63
210

SUBJECT: Project "Sign"

TO: Commanding Officer
2235th Air Force Reserve Training Center
Washington 20, D. C.
ATTN: Base Intelligence Office

1. Reference is made to letter your Headquarters, AMF AR A, no date, subject, "Flying Discs".

2. This Command is engaged in an investigation of all reported sightings of unidentified aerial objects and is authorized direct communication with Air Defense Command Units by Department of the Army letter dated 25 March 1948.

3. It is requested that your office investigate further the incident reported in paragraph 1, referenced letter. It is desired that information as outlined in the inclosed Essential Elements of Information check list be provided and particularly that data listed in the General Section of this form.

4. Personnel should be advised to avoid publicity in this matter. All information should be considered confidential.

5. This letter confirms telephone conversation between Captain Ognisty, your Headquarters, and Captain Sneider, this Command, 1 December 1948.

FOR THE COMMANDING GENERAL:

1 Incl
EEI Form

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL
COPY COPY COPY

HEADQUARTERS
2238TH AF RESERVE TRAINING CENTER
ANDREWS AIR FORCE BASE
WASHINGTON, 20, D.C.

MFO/jcg

ANF AR A

SUBJECT: Flying Discs.

TO: Commanding General, 1st AF, Ft. Slocum, NY., ATTN: AC/S Intelligence.
Commanding General, ADC, Mitchel Fld, NY., ATTN. AC/S Intelligence.
Commanding General, Air Materiel Command, Wright-Patterson AF Base Dayton, Ohio, ATTN: TSDIN.
Chief of Staff USAF, Washington 25, D.C., ATTN: Dir of Intelligence, Req. Div.

1. In compliance with ADC Letter 45-5 dated 25 March 1948, following report is submitted:

(a) On the 15 November 1948 at approximately 2145 hours, two Reserve Pilots, attached to this Air Force Reserve Training Center, engaged in local night proficiency flying operations encounted unknown aerial object as described in attached statements. The following facts are listed for information:

1. Location - Andrews Air Force Base, Camp Springs, Md.

2. Weather - CAVU, no smoke, haze or fog. Full moon.

3. Witnesses: 2nd Lt. Kenwood M. Jackson, USAFR,AO-944113

2nd Lt. Glen L. Stalker, USAFR,AO-2075915

2nd Lt. Henry G. Combs, USAFR,AO-839354

S/Sgt John J. Kushner, USAF, AF-13086245

4. No photographs available.

5. Sketches - None available

6. Object sighted:

(a) Number - One (1)

(b) Shape - Oval, no wings or tail structure.

(c) Size - Undetermined.

(d) Color - Undetermined.

(e) Speed - Variable.

CONFIDENTIAL

Ltr 2238th AF RTC, Subj: Flying Discs, 23 Nov 48 Cont'd.

(f) Heading - Orbited base

(g) Maneuverability - Object capable of cini (omni) directional flight.

(h) Altitude - Variable from 1700 to 8000 feet plus.

(i) Sound - Described as conventional reciprocating engine type with twice the volume.

(j) Exhaust - None observed.

(b) Attached statements of three (3) Reserve pilots and one (1) Airmen (Regular Air Force) are considered reliable although no other witnesses to incident could be found.

(c) Witnesses reports and statements indicate that aerial object was highly maneuverable, seemed aware of the presence of following aircraft, and capable of almost vertical flight. No accurate description of size of object could be obtained although pilots questioned indicated that it was smaller in size than T-6 type aircraft. Shape as best could be described was oval or ovate. Witness were uncertain as to whether source of light observed emanated from entire object or was exhaust type in nature.

2. Delay in submission of report caused by difficulty in contacting and obtaining written statements of subject witnesses.

3. This report exempt from the provisions of RC procedures under Par 8e, AF Regulation 80-2, 11 Feb 1948.

FOR THE COMMANDING OFFICER:

MICHAEL F. OGNISKY
Capt, USAF
Adjutant.

4 Incls:
Statement of 2d Lt K. W. Jackson
" " " " G. L. Stalker
" " " " H. G. Combs
" " S/Sgt J. J. Kushner

COPY COPY COPY

CONFIDENTIAL

STATEMENT

On 15 November 1948 at approximately 21:45 I sighted a lighted object flying from northeast to southwest across Andrews Field from four thousand feet altitude dropped down to 1700 feet, same altitude as said object as it came back across Andrews Field from a Southwest to Northeast heading. Flew in circles, object on the outer circle, followed it to 7000 feet. While climbing we made three to four passes at the object in order to identify it. While diving at approximately 240 MPH object would climb vertically then drop below us from behind and continue to circle. On the last pass at it we switched on a landing light, and momentarily saw it give a dullglow. It appeared to be oval, no wings, no tail surfaces. After sighting it in the landing light it headed to the Northeast climbing rapidly. Lost sight of it at approximately 8000 feet, time 22:03.

Weather at time, visibility and ceiling unlimited no clouds, haze or smoke.

KENWOOD W. JACKSON
2nd Lt. AFRes.
AO-944213

A TRUE CERTIFIED COPY

MICHAEL F. OCHISTY
Capt., USAF
Adjutant

CONFIDENTIAL

COPY COPY COPY

CONFIDENTIAL

22 November 1948

STATEMENT

On 18 November 1948 at approximately 2200 hours, I observed the same object as reported by Lieutenants Jackson and Combs of this organization. Said object was observed directly overhead traversing the northeast corner of the field while I was in the local traffic pattern at an altitude of 1000 feet above the terrain.

GLEN L. STALKER
2nd Lt., USAFR
63rd Troop Carrier Sqd.
(Reserve)

CONFIDENTIAL

MY COPY COPY

CONFIDENTIAL

24 November 1948

STATEMENT

On Thursday evening 18 November 1948 at approximately 2200 hours, I sighted an object flying a 360° pattern from West to East over Andrews Air Force Base. The object had one continuous glowing white light. My first thought was an aircraft with the wing navigation lights turned off, or burned out; so I made a pass to check. As I came in the object took evasive action, which follows in description.

First contact was 1700 feet over Andrews Air Force Base. As the object started taking evasive action I switched the wing and tail navigation lights of my aircraft off. Then maneuvered my ship so as to get the said object on my left so my exhaust flame would not be noticed. I then proceeded to try to get in close and detect what I saw, but the object continued making evasive action by going quickly up and over my aircraft.

Unsuccessful at getting in close enough to make it out, I tried to maneuver so as to get the object between my ship and the lights of Washington, D. C., or the light of the moon. This was done, by making very, very tight 360° turns with flaps down and making a steady climb. The object could turn inside of my aircraft even under the preceding condition mentioned. Another amazing feature was the very quick variation of air speed from approximately 80 MPH low to 500 or 600 MPH.

I remained contact with the object about 10 minutes, with it flying between the lights of Washington, D. C. and my aircraft. All I could make out was an oblong ball, with: one light, no wings and no exhaust flame.

After this I tried to get in close again. I remained in sight of it up to 6000 feet then back around 3500 feet to 4000 feet trying to get in close, but as I said before it could evade me easily. We (object and myself) had by this time climbed back up to 7500 feet. At this altitude I came within approximately 300 feet to 400 feet and turned my landing lights on the object. It had a very dull grey glow to it and was oblong in shape as I said before. At this time it made a very tight turned and headed for the east coast at about 500 to 600 MPH.

I certify this a true statement as to what I saw on the night mentioned.

[redacted] G. COMBS
2nd Lt., USAFR
AO-539354

CONFIDENTIAL

CONFIDENTIAL

COPY COPY COPY

22 November 1948

While on duty night of Nov 16, 1948. I S/Sgt JOHN J. KUSHNER was standing by T - 11 - 894 and head a noise. As I turned my head to look I saw a shining object coming across the sky It sound like a P-47 only twice as loud. It came from the direction of 2238th Eng across the field towards hanger #1. It wasnt very high. It couldn't have been a P-47 and I did not see an exhaust. Shortly afterwards I heard the same noise only higher up over the field. Later on when the pilots landed some of them asked me if I saw anything. They apparently saw the same thing. This object did not look like an aircraft.

JOHN J. KUSHNER
S/Sgt USAF
AF-13085245

CONFIDENTIAL

Incident # 207

INCIDENT SUMMARY SHEET

Incident No. 206

1. Date and Time of Observation: 17 Nov 45 1430 hours

2. Where Sighted: Clark AF Base - eastern edge of

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: 1st Lt Everett L. Bundley & 1st Lt Max M. Feibelman, 44th Fighter Sq (SE) 18th Fighter Gp (SE) APO 74, U. S. Army

5. Occupation and/or hobbies: As above

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): white

10. Shape (Sketch if Possible) irregular mass - looked as if plane had exploded and left a white smoke column

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: 30,000 ft
(estimated)

13. Estimated Distance of Object from Observer: 30,000 ft

14. Estimated Speed of Object: N/S

15. Time in Sight: Approximately 3 minutes - (Smoke trail)

16. Tactics: Object seemed to have made a loop inasmuch as the smoke trail performed complete circle - resembling a corkscrew

17. Sound made by Object(s): N/S

18. Direction of Flight of Object(s) Either 120 or 300° according to origin

19. Apparent Construction: Object appeared like burst of flak

20. Effect on Clouds: none - vicinity was a cloudless sky

21. Exhaust Trail Color of): white exhaust trail extending some 1 to 10 miles

22. Manner of Disappearance: trail evaporated after three minutes like smoke, scattering thinly throughout the atmosphere.

23. Weather Conditions at Time of Sighting: 4000 feet scattered, visibility 50 miles. High overcast

24. Peculiarities Noted: Object had the appearance of flak burst sitting still in the atmosphere and connected to a curved trail of corkscrew appearance

25. Summary of Incident: Did not have the appearance of a vapor trail.
(See attached page) (over)

Incident: 208

The object sighted by the two fighter pilots had the appearance of a flak burst sitting still in the atmosphere and was connected to a curved trail of corkscrew appearance (See drawing attached) The trail was from 1 to 10 miles in length, and did not have the appearance of a vapor trail but rather that of a rocket or jet exhaust. Altitude was judged to be 30,000 ft. The mass and trail disappeared within approximately three minutes. The mass appeared white in color like an exhaust trail which had a sudden burst origin and then tapered off to nothing. Both parties remarked that it appeared as if an aircraft had exploded and left a white smoke column. The vapor substance dissipated in approximately in 3 minutes scattering thinly like smoke through the atmosphere. It is firmly believed by both witnesses that the object was not a cloud because of its shape and because the sky in the vicinity was cloudless.

Evaluation: C-3

SECRET

B/L fm FEAF, 10 Dec. 48, subj: "Reporting of Information on "Flying Discs."

APOIN-OO-5 (L-12-152) 1st Ind 31 DEC 1948

Dept. of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio
ATTN: MCI

Forwarded as a matter pertaining to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

ROBERT TAYLOR 3rd
Colonel, USAF
Chief, Collection Branch
Air Intelligence Requirements Div
Directorate of Intelligence

2 Incls.
n/c

SECRET

2 of

SECRET

12-669

BASIC: Ltr fr Hq, 18th Fighter Wing, Clark Air Force Base, APO 74, Subj: "Unidentified Aircraft or Flying Objects," dtd 1 December 1948.

AG 350-GP-2 1st Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 925,

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCI.

Basic communication is forwarded pursuant to the provisions of Hq, USAF letter, dated 26 February 1948, subject: "Reporting of Information on Flying Discs," and as additional information to that contained in our radio, cite AX 1302, dated 19 November 1948.

[redacted]

3 Incls:
n/c

12-669

SECRET

HEADQUARTERS, 18TH FIGHTER WING
CLARK AIR FORCE BASE
APO 74

IS/AJE/ak

1 December 1948

SUBJECT: Unidentified Aircraft or Flying Object.

TO : Assistant Chief of Staff, A-2
Far East Air Forces
APO 925, U. S. Army

1. Attached herewith are statements and weather report with reference to Unidentified Aerial Object, described in Radnote, this Headquarters, dated 24 November 1948.

2. Evaluation of Statements: C-3.

R. E. EINZETTEL
Lt. Col., USAF
Chief of Intelligence

3 Incls
1. Stmt, Lt. Max M. Feibelman; and Lt. Everett L. Hundley
2. Sketches, Uniden. Aer. Object
3. Weather rpt, dtd 17 Nov 48

9018
A-2# 00252

SECRET

18-58 2of

SECRET

STATEMENT

30 November 1948

At approximately 1430 hours on Wednesday, 17 November 1948, we the undersigned were playing tennis during our squadron alloted time for such physical training and observed the following described phenomena in the atmosphere. The description following is one fully agreed on by both parties with no persuasion necessary by either party to believe that what is herein described is the most accurate description possible under the existing circumstances.

According to Ltr Hq., 13th Air Force, AG 462.1, Subject: Unidentified Aircraft or Flying Objects, our report is:

a. Over the Eastern edge of Clark Air Force Base at 1430 hours, 17 November 1948, a phenomena in the sky was sighted.

b. The weather was clear, the sky was blue with slight stratus clouds on the eastern horizon. (See Inclosure # 3)

c. 1st Lt. Everett L. Hundley, AO-48238 and 1st Lt. Max M. Feibelman, AO-28598, both 44th Fighter Squadron (SE), 18th Fighter Group (SE), APO 74, U S ARMY, were witnesses.

d. No photographs were available as the phenomena only lasted about three minutes before its vapor substance such as smoke was scattered thinly throughout the atmosphere.

e. A sketch is attached. (See Inclosure # 1 and # 2)

f. This phenomena was singular and appeared to be at an altitude of approximately 30,000 feet at a heading of either 120 degrees or 300 degrees according to its origin (if that of an aircraft) and no sound was made by it. It was white in color and appeared to be an exhaust trail which had a sudden burst origin and then tapered off to nothing.

g. It is firmly believed not to be a cloud because of its shape and the surrounding weather which in its vicinity was a cloudless sky. Both parties remarked nearly together that it appeared as if an aircraft had exploded and left this white smoke column. It dissipated in approximately three (3) minutes.

18th FTR GRP
OD-42
S-2
Cy. #1
A-2-00452

MAX M. FEIBELMAN
1st Lt., USAF
44th Fighter Squadron
18th Fighter Group (SE)

EVERETT L. HUNDLEY
1st Lt., USAF
44th Fighter Squadron
18th Fighter Group (SE)

SECRET

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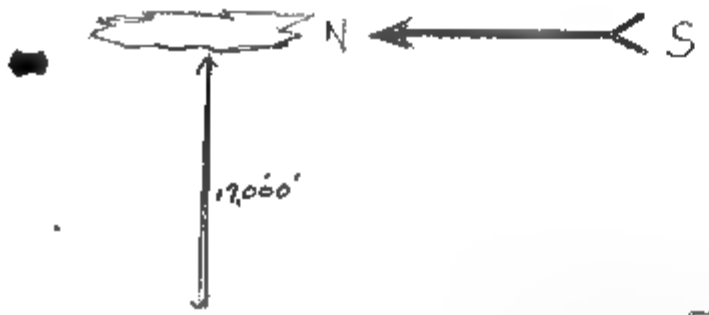

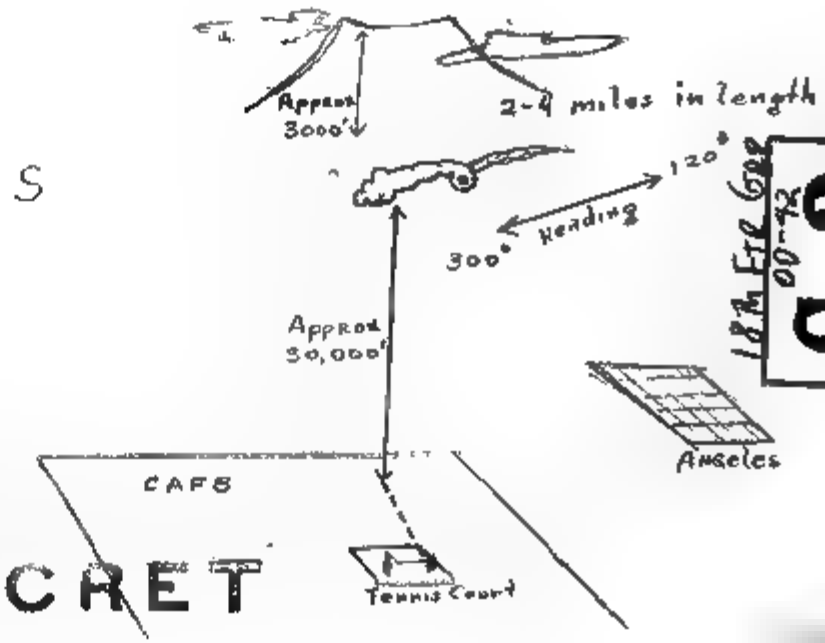

SECRET

S-2

12 669

CERTIFICATE

30 November 1948

The following is a certificate from the Clark Air Force Base Weather Station for the hours of 1400 to 1500 on 17 November 1948:

a. High overcast

b. Clouds - 4000 foot scattered

c. Visibility - 50 miles

d. Temprature - 86 degrees

e. Dew point - 57

f. Wind - North East at 7 miles per hours

EQA 84

HR JEQAB

FM UAPLA 59B/CG FEAF 270315Z
TO JEQAB/CG AMC WPAFB
INFO JEQTL,USAF
QXN UAPBG/FEC
AF GENC

/SECRET/ CITE AX 1302 OP-2.
The following message from Thirteenth Air Force ispassed to you in accordance with USAF letter, subject; Reporting of Information on Flying Discs, dated 26 February 1948.

a. Clark AirForce Base at 1430 hours, 17 November 1948.
b. Clear
c. Two fighter pilots of the Thirteenth Air Force, names not reported.
d. Not available.
e. Not available.
f. The object sighted was an irregular mass having the appearance of a flak burst sitting still in the atmosphere connected to a curved trail of corkscrew appearance judged to be from one to ten miles in length. The trail did not havethe appearance of a vapor trail, but rather that of rocket or jet exhaust at an altitude above 20,000 and under 50,000 feet. The mass and trail disappeared within approximately three minutes.
g. Thirteenth Air Force evaluates this report C-3.

No investigation will be made in the absence of [illegible] info. Files new incident [illegible]

-2-

ROUTINE

SECRET

IDA84

RR JERAB

FM HAPLA 59B/CG TEAF 27831Z NOV 27 16 05
TO JERAB/CG AMC WPAFB
INFO JXRTL/USAF
GXM HAPBG/TEC
A AF GRMC
/S E C R E T/ CITE AI ONE THREE ZERO TWO OP-2 PD

THE FOLLOWING MESSAGE FROM THIRTEENTH AIR FORCE IS PASSED TO YOU IN ACCORDANCE WITH USAF LETTER CHA SUBJECO QUOTE REPORTING OF INFORMATION ON FLYING DISCS UNQUOTE DATED TWO SIX FEBRUARY ONE NINE FOUR EIGHT PD ABLE CLARK AIR FORCE BASE AT ONE FOUR THREE ZERO HOURS ONE SEVEN NOVEMBER ONE NINE FOUR EIGHT PD BAKER CLEAR PD CHARLIE TWO FIGHTER PILOTS OF THE THIRTEENTH AIR FORCE CHA NAMES NOT REPORTED PD DOC NOT AVAILABLE PD EASY NOT AVAILABLE CHA FOX THE OBJECT SIGHTED WAS AN IRREGULAR MASS HAVING THE APPEARANCE OF A FLAK BURST SITTING STILL M IN THE ATMOSPHERE CONNECTED TO A CURVED TRAIL OF CORKSCREW APPEARANCE

ROUTINE

SECRET

PAGE TWO HAPLA 59B/S E C R E T/ 208

JUDGED TO BE FROM ONE TO ONE ZERO MILES IN LENGTH PD THE TRAIL DID NOT HAVE THE APPEARANCE OF A VAPOR TRAIL BUT RATHER THAT OF ROCKET OR JET EXHAUST AT AN ALTITUDE ABOE TWO ZERO CHA ZERO ZERO ZERO AND UNDER FIVE ZERO CHA ZERO ZERO ZERO(FEET PD THE MASS AND TRAIL DISAPPEARED WITHIN APPROXIMATELY THREE MINUTES PD GEORGE THIRTEENOT AIR FORCE EVALUATING THIS [redacted] T-79 164-1

1-MCIA-action
2-MCI-info
3
4

ROUTINE

SECRET

T-7916 4-1

Paraphrase not required. Handle as Secret correspondence per paragraph 51 i and 60a (4), AR 380-5.

Incident #208

INCIDENT SUMMARY SHEET
(To be filled out and retained in files) [redacted]

Incident: #209

1. Date of Observation . . 4 November 1948.
2. Time of Observation . . 1043 . . . . . .
3. Where was Object(s) Sighted . . South Korea.-.37°,57'.north.-.125° 31' east. . .
4. Observer's Position . . Army Observation Post No. 1. & 2 . from ground . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . . N/S . . . . . .
6. Occupation and/or Hobbies . N/S. . . . . .
7. Attention Attracted to Object (s) By . N/S. . . . . .
8. Number of Object(s) Sighted . . 1.object sighted from 2.posts. . . . . .
9. Size of Object(s) . . of twin-engine bomber . . . . . .
10. Color of Object(s) . . N/S. . . . . .
11. Shape (Sketch if Possible) . . that of twin-engine bomber plane . . . . . .
12. Nature of Luminosity . . . N/S . . . . . .
13. Estimated Distance of Object from Observer . 5,000 ft. . . . . .
14. Speed of Object(s) . . N/S . . . . . .
15. Time in Sight . . N/S . . . . . .
16. Tactics . . N/S . . . . . .
17. Sound Made by Object(s) . . N/S . . . . . .
18. Direction of Flight of Object(s) East to West . . . . . .
19. Apparent Construction (Of What Material or Substance) . Like twin-engine bomber . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . . . . . N/S . . . . . .
21. Weather Conditions Existing at the Time . . . N/S . . . . . .
22. Peculiarities Noted . . . N/S . . . . . .
23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 209

Unidentified aircraft observed at 1043 14 Nov 1948 over Army Observation Post #1 at 37° 57' N - 125° 31' E, in South Korea, flying east to west at an altitude of 5000 feet. The same aircraft was sighted by army observation post #2 37° 51' N - 125° 17' E, 4, 37° 57' N - 125° 26' E and 5. 37° 56' N - 125° 29'
Subject aircraft circled observation post number 2, then headed north. Aircraft was twin engine bomber type, and is believed definitely to have been soviet.

PRIORITY

[redacted]

[redacted]

[redacted]

[redacted]

SECRET

/S E C R E T/GEN AT ONE ONE SIX THREE ZP-8 PD

UNIDENTIFIED AIRCRAFT IS SUBJECT PD AT ONE ZERO FOUR THREE SLASH ZERO CA ONE FOUR MINUTES SUBJECT AIRCRAFT WAS SIGHTED OVER ARMY OBSERVATION POST NUMBER ONE CHA THREE SEVENDEGREES FIVE SEVEN MINUTES NORTH DASH ONE TWO FIVE DEGREES THREE ONE MINUTES EAST CHA IN SOUTH KOREA CHA FLYING EAST TO WEST AT AN ALTITUDE OF FIVE ZERO ZERO ZERO FEET PD SUBSEQUENTLY CHA SAME AIRCRAFT WAS SIGHTED BY ARMY OBSERVATION POSTS TWO CHA THREE SEVEN DEGREES FIVE ONE MINUTES NORTH DASH ONE TWO FIVE DEGREES ONE SEVEN MINUTES EAST CHA FOUR CHA THREE SEVEN DEGREES FIVE SEVEN MINUTES NORTH DASH ONE TWO FIVE DEGREES

1-MCIA-action
2-MCI-info

SECRET

PAGE TWO UNCLA GROUP E C R E T/

209

[redacted]

[redacted]

F-25344

[redacted]

ACTION COPY

[redacted]

cy1

Incident #209

Incident: 210

INCLOSURE NO. 210

1. Date of Observation Approx 11 Nov 46 Date of Interview 6 Jan 1949
2. Exact time (local) Approx 11 Nov 1946 0500
3. Place of Observation Boston Mass - down-town Beacon Hill Section
4. Position of observer From west side of an apartment house - window
5. What attracted attention to object [illegible] motion
6. Number of objects 3
7. Apparent size 40 ft
8. Color of object very light to white
9. Shape high wing monoplane
10. Altitude 2000 ft
11. Direction from observer directly overhead
12. Distance from observer 2,000 ft
13. Direction of flight of objects West
14. Duration 5 seconds
15. Speed 150 mph
16. Sound and color no sound - N/S
17. Trail
18. Luminosity No lights visible
19. Projections No projections visible for radio antenna high-wing monoplane - believed of conventional type
20. Maneuvers level flight
21. Manner of disappearance Faded from view
22. Effect on clouds N/S
23. Additional information concerning object Middle plane seemed to weave back and forth
24. Weather conditions CAVU

(over)

John D. Pearmain, 20 Louisburg Sq., Boston 8, Mass

Retired organizer - formerly with American Foundation Quaker, United World Federalist, Toward Freedom, etc. Solid small type aircraft

Observer(s):

Mr Pearmain is of average intelligence and character but could have easily been mistaken in an observation such as this. Except for the fact there was no sound of lights (supposedly) his description was that of conventional type aircraft. As it was not possible to determine the date of sighting exactly, it is not known whether any aircraft of the type supposedly observed were in the vicinity at the time, which might have accounted for this sighting.

"Dear Sirs: I was awake last night about 5:00 A. M. - sitting by the window gazing up at the stars when suddenly there came into view, flying east to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights - but city lights made them visible like three pale moths. The two outside ones going in a straight line, the middle one weaving back and forth - although at no great height. There was no sound."

5D 24-4
(21 Jan 49)
Subj: PROJECT SIGN

1st Ind

5D-OSI/JWF/fmn

5th District OIS (IG), Wright-Patterson AFB, Dayton, Ohio, 2 Feb 49

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAXO-3

Forwarded as a matter pertaining to your office.

1 Incl
N/C (1 cy w/d)

H. B. GIBSON
Colonel, USAF
District Commander

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

RJJ/HAJ/lh

SRCH ___
INDEX ___
SERIAL ___
CLSFY ___
FILE ___

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, WESTOVER FIELD, MASS.

1D-OSI-24-9

24 January 1949

SUBJECT: PROJECT SIGN
SPECIAL INQUIRY

TO: Acting District Commander
5th District OSI (IG)
Wright-Patterson AFB
Dayton, Ohio

1. In compliance with your request for investigation, designating this district as office of origin, contained in letter your office dated 17 December 1948, Subject: Project Sign Special Inquiry, attached hereto, find two copies of closed report 24-9, dated 19 January 1949.

2. All logical investigative leads have been exhausted and results of investigation herein forwarded to your office for information and any action deemed appropriate.

1 Incl.
Report of Investigation
24-9 (in dup)

HARRY J. JENKINS
Major, USAF
District Commander

24-0-1

CONFIDENTIAL

24 | 1 |
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
27 JAN 1949
OFFICE OF SPECIAL INVESTIGATIONS
5TH DISTRICT
ROUTE TO Report | FILE

Project "Sign"

5D OSI MCIAXO-3 20 Dec 48 1.
ATTN: Major Farrell

1. The following is quoted from a card received by this office and is forwarded for your information:

> "Dear Sirs: I was awake last night about 5:00 A.M. - sitting by the window gazing up at the stars when suddenly there came into view, flying east to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights - but city lights made them visible like three pale moths. The two outside ones going in a straight line, the middle one weaving back and forth - although at no great height. There was no sound."
>
> Yours very truly
>
> s/John D. Leemain (warranted)
> 20 Louisburg Square
> Boston 8, Massachusetts

2. It is requested your office take action to have this incident investigated.

3. An Essential Elements of Information form is inclosed to be used as a guide in conducting the investigation. It is particularly desired that information as outlined in the General Section of this form be obtained.

4. Interested personnel should be advised to avoid publicity in this matter. All data should be considered confidential.

1 Incl
EEI Form

W. R. GLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

RES/ej
65310
P 202F
B 288

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-9	DATE 19 January 1949
REPORT MADE BY PRESTON W. EASLEY	
REPORT MADE AT DO #1, Westover AFB	
PERIOD 6 January 1949	
OFFICE OF ORIGIN DO #1, Westover AFB [redacted]	
STATUS CLOSED	

TITLE

UNKNOWN SUBJECTS; (3)
Boston 8, Mass. o/a 25 Nov. 1948

CHARACTER

SPECIAL INQUIRY

REFERENCE

Lett from DO #5, Wright Patterson AFB, dated 17 December 1948

SYNOPSIS

Investigation requested by DO #5, Wright Patterson AFB. Information was received by that office o/a 10 December 1948 to the effect that a Mr. John D. Learmain or Pearmain observed three low flying airplanes over Boston, Mass. Investigation of informant revealed his name to be Mr. John D. Pearmain. Informant could not give any information of value.

DISTRIBUTION

CO, Wright Patterson (Action Copy) 2
OSI, Hq. 2
File 2

ACTION COPY FORWARDED TO

CO, Wright Patterson AFB

APPROVED

HARRY J. JENKINS
Major, USAF

FILE STAMP

2/0

AFCIN FORM 4
22 JULY 48

CONFIDENTIAL

DETAILS:

1. This investigation was requested by letter from District Office #5, Wright Patterson AFB, dated 17 December 1948, predicated upon a post card received at their office. Information on post card is extracted below:

"Dear Sirs: I was awake last night about 5:00 A.M. - sitting by the window gazing up at the stars when suddenly there came into view, flying east to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights - but city lights made them visible like three pale moths. The two outside ones going in a straight line, the middle one weaving back and forth - although at no great height. There was no sound."

Yours very truly

/s/John D. Learmain (Rearmain?)
20 Louisburg Square
Boston 8, Massachusetts

AT BOSTON, MASSACHUSETTS

2. This investigation was conducted by Captain PRESTON W. BASLEY.

3. Investigation was initiated by this writer 6 January 1949 and it was found that the correct name of informant is Mr. John D. Pearmain who resides at 20 Louisburg Square, Boston 8, Mass. Mr. Pearmain was interviewed with reference to his sighting unidentified aerial objects. Very little information of any value was obtained, one factor being Mr. Pearmain's inability to give the date on which the aircraft was sighted. Except for the fact that there was supposedly no sound or lights, his description was that of conventional type aircraft. Further information is set as follows:

1. Date of sighting:

   Believed to be some day during the last week in November.

2. Time of sighting:

   [redacted]

3. Where sighted:

   A. Ground

      Sighted over Boston, Massachusetts, down-town Beacon Hill Section, from the west side of an apartment house.

   B. Air

      Monoplane type aircraft, estimated speed 150 MPH at 2000 feet, heading due west.

2/c

4. Number of objects:

3 aircraft, approximately 500 feet apart, lined abreast, with middle aircraft weaving.

5. Distance of object from observer:

Aircraft passed directly over observer approximately 2000 feet, clearly visible, light color.

6. Time in sight:

5 seconds

7. Appearance of object:

A. Color: Very light to white.

B. Shape: High-wing monoplane.

C. Apparent construction: Normal.

D. Estimated size: 40 feet range spread.

8. Direction of flight:

West.

9. Tactics or maneuvers:

Aircraft passed over in level flight.

10. Evidence of exhaust:

Not applicable.

11. Effect on clouds:

Weather C A V U

12. Lights:

No lights visible.

13. Support:

High-wing monoplane, believed to be conventional type.

14. Propulsion;

Believed to be single-engine conventional type prop.

15. Control and Stability;

Normal.

16. Air ducts;

Non-visible.

17. Speed;

Estimated speed 125 - 150 MPH.

18. Sound;

No sound heard.

19. Radio antenna;

No projections visible.

20. Manner of disappearance;

Faded from view.

Relative to the Observer

1. Name of observer;

Mr. John D. Fourmain.

2. Address;

20 Louisburg Square, Boston, Massachusetts

3- 4. Occupation - Place of business;

Retired organizer, formerly with the American Foundation, Quaker, United World Federalist, Toward Freedom, etc.

5. Hobbies;

Seeking a substitute for war.

6. Ability to determine:

Mr. Pearmain has soloed a small type aircraft, otherwise no knowledge or experience.

7. Reliability of observer:

Unknown. No records Police Department or FBI, no former employer available. Mr. Pearmain is not well known in the vicinity, and the landlady (or owner) of 20 Louisburg Sq. was very uncooperative and would give no information. Upon checking FBI files it was found that she has been connected with numerous radical organizations predominantly German.

8. Notes relative to observer:

Observer's attention was drawn to objects by their motion.

9. Witnesses:

None.

10 Comments of interrogator re intelligence and character of person interrogated:

Believe Mr. Pearmain to be of average intelligence and character, but on the other hand believe him to be a type of person who could very easily be mistaken in an observation such as this. As it was not possible to determine the date of sighting, it is not known whether any aircraft of the type supposedly observed were airborne in the vicinity of Boston, Massachusetts.

File 3

MCIAXO-3

MCIAXO-3/RMS/ej
10 December 1948

Mr. John D. Learmain
20 Louisburg Square
Boston 8, Massachusetts

Dear Sir:

Your card of 11 November 1948 concerning the three unidentified aircraft observed by you has been forwarded to this Command.

Your patriotic interest and prompt action in reporting this matter to the proper authorities is greatly appreciated.

In the event future information is desired, you will be contacted. In the future, please send such reports directly to Commanding General, Hq Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAXO-3.

Sincerely yours,

W. R. CLINGSMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

Incls #2 to

11 November 1948

Dear Sirs:

I wasawake last night about 5:00 A. M.-sitting by the window gazing up at the stars when suddenly there came into view, flying east to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights-but city lights made them visible like three pale moths. The two outside ones going in a straight line, the ~~[illegible]~~ middle one weaving back and forth-although at no great height. <u>There was no sound.</u>

Yours very truly

s/ John D. Ehermain ~~(Ehermain)~~?
20 Louisburg Square
Boston, 8, Mass.

Sent to:

Army Intelligence Service
Washington, D. C.

fwrd to: Hq USAF

Incl 210

Incident: 210

Incident No. 211

1. Date of Observation 4 Dec. 48 Date of Interview _

2. Exact time (local)

3. Place of Observation Bellefontaine, Ohio

4. Position of observer Ground

5. What attracted attention to object

6. Number of objects 1

7. Apparent size

8. Color of object

9. Shape Wheel of Fire

10. Distance from observer

11. Direction of flight

12.

13.

14.

15. Weather conditions

16. Effect of weather

17. Effect on observer

18. Other information concerning object Remains being analysed by Laboratorys.

(over)

RESTRICTED

CIA 70-3/1 3/dw

JAN 26 1949

CIA/O

SUBJECT: Request for Analysis

TO: Commanding Officer
Picatinny Arsenal
Dover, New Jersey

1. It is requested your office review inclosed memorandum report to determine whether materials reported upon may have been contained in a particular known type of flare or ordnance equipment, either foreign or domestic.

2. Materials were recovered after witnesses alleged they saw a "flaming wheel" fall from the sky at night. See news article clipping, Inclosure 1.

3. Request results of your analysis be forwarded to this Command, attention CIAIO-3, and that Inclosure 2 be returned.

FOR THE COMMANDING GENERAL:

2 Incls
1. Nap Clip
2. Memo Rpt w/ materials

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

1949 JAN 26 09-19

RESTRICTED

211

RESTRICTED

Request for Analysis - Project Sign, Incident 211

MOIAAR MEMORANDUM 20 Jan 49 6

This Laboratory concurs with statement contained under Conclusions in attached Memorandum Report, and recommends that a copy of this Report be forwarded to:

Commanding Officer
Picatinny Arsenal
Dover, New Jersey

with a request that comments be furnished, as that Arsenal is the development agency for the Military Establishment for pyrotechnics and other solid propellant items.

1 Incl: n/c

R. E. JAMSON
Colonel, USAF
Chief, Armament Laboratory
Engineering Division

WCO/lbm
2-8212
Bldg 22

CONCURRENCE:

Letter sent Picatinny on 23 June 49

211

RESTRICTED

211

Request for Analysis - Project Sign, Incident 211

MCIAS MCREXE 12 Jan 1949 4

The Equipment Laboratory has no knowledge concerning materials contained in flares or explosive equipment. It is suggested that this report be forwarded to Aviation Ordnance, Engineering Division, MCREOR, to obtain their comments.

J. C. HARVELL
Colonel, USAF
Chief, Equipment Lab
Engineering Division

DCS/ec
Ex 28116
Bldg 45

TO: MCREOR FROM: MCIAXS Date: [illegible] 5

Your attention is invited to Comment 3. Request your comments be returned to this office as soon as possible.

1 Incl
n/c

W. R. GLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

HWS/mw
6-5310
Bldg 288

Request for Analysis - Project Sign - Incident 211

MCHEXM | MCIAXS | 7 Dec 48 | 1

1. This will confirm verbal request of Captain Sneider, Project Sign Officer, for analysis of the metallic samples submitted your office as of this date.

2. Your earliest cooperation is appreciated in facilitating the analysis in view of the fact that Hq., USAF, Office of Intelligence Requirements (AFOIR), Washington, D. C. has requested an immediate report.

W. R. CLINGENMAN
Colonel, USAF
Chief, Tech Intel Div
Intelligence Department

RRS/aw
6-5310
Bldg 288

MCIAXS | MCREXM6 | 16 Dec 48 | #2

Results of the analysis requested in Comment No. 1 are included in Engineering Division Memorandum Report No. MCREXM-MC48-71, a copy of which is inclosed.

1 Incl
E. D. M. R. No.
MCREXM-MC48-71

J. B. JOHNSON
Chief, Materials Laboratory
Engineering Division

NEF/mms
2-0236
Bldg 32

(NOTE: This R/R handcarried by G. Mangle to MCIAXD-3 now MCIAXS)

MCREXM | MCIAXS | 5 Jan 49 | #3

It is requested your office review inclosed E. D. M. R. to determine whether materials reported upon may have been contained in a particular type of flare or explosive equipment either foreign or domestic.

1 Incl
n/c

W. R. CLINGENMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

RRS/aw
6-5310
Bldg 288

No. of Pages - 4

RESTRICTED

MCREM6/MEF/alm

MAC, Wright Fld. Dayton, Ohio

MEMORANDUM REPORT ON

Date: 15 December 1948

SUBJECT: Unidentified Metal and Earth Samples

OFFICE: MATERIALS LABORATORY

Contract or Order No.

SERIAL NO. MCREM-M-45-71

Expenditure Order No. 720-78

A. PURPOSE:

1. To analyze the metal and earth samples submitted by the Technical Intelligence Division of the Intelligence Department in connection with Project Sign.

B. FACTUAL DATA:

2. The samples were contained in an envelope with the return address, A. D. Paden, Chief of Police, Bellefontaine, Ohio, written in the upper left hand corner. These exhibits were delivered by the Project Sign Officer, to whom the residues were returned. The first sample, Physics Branch Serail No. 17133 consisted of several pieces of metal and some dirty white material mixed in with some soil-like material. Figure 1 shows this exhibit, the arrangement of the metal pieces was suggested by the Project Sign officer. The second sample, Physics Branch Serial No. 17134 is reported to be soil from the area where sample P. B. 17133 was picked up. It is shown in Figure 2.

3. Spectrographic analysis of the metal in P. B. 17133 indicated it to be zinc with minor amounts of lead, sodium, and cadmium present with traces of magnesium, copper, iron, and silicon. The dirty white chunks in P. B. 17133 contained magnesium as the principal metallic constituent with a major amount of sodium present. Zinc was present in a minor amount with traces of titanium, manganese, iron and calcium. The fine material of P. B. 17133 was found to have major amounts of magnesium, zinc, silicon, aluminum, and sodium with minor amounts of iron and lead, and traces of titanium, chromium, boron, and calcium.

4. The brown earth-like material in P. B. 17134 contained major amounts of silicon, aluminum, and iron with minor amounts of sodium, magnesium, and titanium, and traces of boron, calcium, manganese, copper, and chromium. The white material in sample P. B. 17134 contained major amounts of silicon, magnesium, aluminum, zinc, iron, and sodium with a minor amount of titanium and traces of boron, manganese, calcium, and copper.

RESTRICTED

211

NCHEEM-MCMG-71
E. O. 720-71
15 December 1968

5. Comparison of the spectrographic data obtained for the soil and the various portions of the residue was made. On the basis of the relative amounts present, zinc, magnesium, sodium, lead, and cadmium are the elements which appear to be most significant.

6. None of the submitted exhibits gave any indication of the presence of radioactive materials when tested by means of a Geiger counter (Cyclotron Specialties Model 310A) or ionization chamber type radiation survey meter (Tracerlab SU-1A).

C. CONCLUSIONS:

7. The exhibits contained zinc, magnesium, sodium, and lead which are typical constituents of flares and other explosive devices.

D. RECOMMENDATIONS:

None - data merely submitted.

/s/ R. E. Funkhouser
Prepared by: R. E. FUNKHOUSER

/s/ W. R. Koch
Approved by: W. R. KOCH
Chief, Physics Branch

/s/ (Signature indistinct)
Approved by J. B. JOHNSON
Chief, Materials Laboratory
Engineering Division

Distribution:
NCLAKE

Concurrence:

No. of Pages - 4

RESTRICTED

MCREDM6/REP/alm

AMC, Wright Fld, Dayton, Ohio

MEMORANDUM REPORT ON

Date: 15 December 1948

SUBJECT: Unidentified Metal and Earth Samples

OFFICE: MATERIALS LABORATORY

Contract or Order No.

SERIAL NO.MCREM-M6-48-71

Expenditure Order No. 720-74

A. PURPOSE:

1. To analyze the metal and earth samples submitted by the Technical Intelligence Division of the Intelligence Department in connection with Project Sign.

B. FACTUAL DATA:

2. The samples were contained in an envelope with the return address, A. D. Paden, Chief of Police, Bellefontaine, Ohio, written in the upper left hand corner. These exhibits were delivered by the Project Sign Officer, to whom the residues were returned. The first sample, Physics Branch Serail No. 17133 consisted of several pieces of metal and some dirty white material mixed in with some soil-like material. Figure 1 [redacted] this exhibit, the arrangement of the metal pieces was suggested by the Project Sign officer. The second sample, Physics Branch Serial No. 17134 is reported to be soil from the area where sample P. B. 17133 was picked up. It is shown in Figure 2.

3. Spectrographic analysis of the metal in P. B. 17133 indicated it to be zinc with minor amounts of lead, sodium, [redacted] cadmium present with traces of magnesium, copper, iron, and silicon. The dirty white chunks in P. B. 17133 contained magnesium as the principal metallic constituent with a major amount of sodium present. Zinc was present in a minor amount with traces of titanium, manganese, iron and calcium. The fine material of P. B. 17133 was found to [redacted] major amounts of magnesium, zinc, silicon, aluminum, and sodium with minor amounts of iron and lead, and traces of titanium, chromium, boron, and [redacted].

4. The brown earth-like material in P. B. 17134 contained major amounts of silicon, aluminum, and iron with minor amounts of sodium, magnesium, and titanium, and traces of boron, calcium, manganese, copper, and chromium. The white material in sample P. B. 17134 contained major amounts of silicon, magnesium, aluminum, zinc, iron, and sodium with a minor amount of titanium and traces of boron, manganese, calcium, and copper.

RESTRICTED

MCHEMS-MCMS-71
R. O. 720-71
15 December 1948

5. Comparison of the spectrographic data obtained for the soil and the various portions of the residue was made. On the basis of the relative amounts present, zinc, magnesium, sodium, lead, and cadmium are the elements which appear to be most significant.

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D. RECOMMENDATIONS:

None - data merely submitted.

/s/ R. E. Funkhouser
Prepared by: R. E. FUNKHOUSER

/s/ W. R. Koch
Approved by: W. R. KOCH
Chief, Physics Branch

/s/ (Signature indistinct)
Approved by J. B. JOHNSON
Chief, Materials Laboratory
Engineering Division

Distribution:
MCIAXE

Concurrence:

Copy of Telecon

7 Dec 48

T-81899-6

Item 2 AMC RESTRICTED
[redacted]
WHEEL REPORTED IN BELLEFONTAINE ON EVENING OF 3
DECEMBER questioning of witnesses and examination of
BURNED REMAINS INDICATE THAT OBJECT WAS PROBABLY A VERY
PISTOL FLARE [redacted] FIRED FROM GROUND
[redacted] BY PERSON WHO DID NOT CARE TO ADMIT FIRING
THE FLARE BECAUSE OF PUBLICITY CONNECTED WITH INCIDENT.
BURNED REMAINS ARE BEING ANALYZED
BY THE MATERIALS LAB TO DETERMINE COMPOSITION.
END ITEM " AMC RESTRICTED.

Fiery Wheel Now Believed War Souvenir

The mysterious "flaming wheel" which crashed to earth near Bellefontaine, O., Friday night amid a shower of flame and smoke was "made in the U. S. A.," Wright Field authorities indicated today.

"Probably only a war souvenir," an Air Materiel Command (AMC) spokesman commented this morning, even though the investigation is not yet completed.

Indications are that the fragments are those of a wartime magnesium flare, of the type used by Navy and Air Force crews. It was of the type customarily fired by a Very pistol, it is understood.

Crash of the "flaming wheel" at Bellefontaine Friday night caused considerable excitement.

Witnesses said the "wheel" continued to burn after striking the ground. Patrolman Murray Ricker investigated and tried to pick up the object. The remains disintegrated in his hands, he said.

Indications are that the war souvenir had been fired by a private citizen, probably a veteran.

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Indications are that the war souvenir had been fired by a private citizen, probably a veteran.

'Fiery Wheel' From the Sky Scares Town

Bellefontaine, Ohio, Dec. 4 (U.P.) —Police today sent the remains of a "flaming wheel" that fell out of the sky to Wright-Patterson Air Base in the hope officials of the Air Force Experimental Center could tell them what it is and whence it came.

The flaming object hurtled out of the sky last night and crashed in a residential section. The object lighted up the entire area and gave off great clouds of smoke.

The Thing Breaks Up.

Police Chief A. D. Paden said the remains of the object looked like a tire rim off an airplane or automobile. He said the mysterious "wheel" disintegrated in the hands of a patrolman who sought to salvage the remains. Only a couple of tiny pieces remained intact, Chief Paden said.

Paden theorized the object might have been part of an experiment in guided missiles being conducted at Wright-Patterson Air Base, 45 miles south of here. He said the condition of the salvaged bits of metal indicated the object had been subjected to unusually high heat.

Incident 211

AIR BASE TO STUDY OBJECT

Police Seek Answer to Fiery Wheel from Sky

BELLEFONTAINE, O.—(UP)—Police sent the remains of a "Flaming Wheel" that fell out of the sky to Wright-Patterson Air Base in the hope of solving the mystery.

The flaming object hurtled out of the sky last night and crashed in a residential section.

* * *

IT LIGHTED up the entire area and smoked so profusely that it blacked out near-by residences.

Police Chief A. D. Paden said the remains of the object looked like a tire rim off an airplane or auto.

He said the mysterious "wheel" disintegrated in the hands of a patrolman who sought to salvage the remains.

Only a couple of tiny pieces remained intact, Chief Paden said.

* * *

PADEN theorized the object might have been part of an experiment in guided missiles being conducted at the air base.

He said the condition of the salvaged bits of metal indicated the object had been subjected to exceptionally high heat.

At Wright Field, meanwhile, Col. C. H. Welch, public relations officer said field officials were anxious to examine the remains of the object.

He said he knew of no experiments being conducted at the field that could supply an answer to the mystery.

Dec 1 1948 '49

Field Gets New Riddle

Remains Of "Flying Wheel" Studied

BELLEFONTAINE, Dec. 4.—(AP)—Police today sent the remains of a "flaming wheel" that fell out of the sky to Wright-Patterson Air base in the hope officials of the Air Force experimental center could give an answer to the mystery.

The flaming object hurtled out of the sky last night and crashed in a residential section here. The object lighted up the entire area and smoked so profusely that it blacked out nearby residences.

Police Chief A. D. Paden said the remains of the object looked like a tire rim off an airplane or automobile. He said the mysterious "wheel" disintegrated in the hands of a patrolman who sought to salvage the remains. Only a couple of tiny pieces remained intact, Chief Paden said.

These bare remains, the chief added, will be sent to Wright Field, some 45 miles south of here, for study.

* * *

PADEN THEORIZED the object might have been part of an experiment in guided missiles being conducted at Wright-Patterson Air base. He said the condition of the salvaged bits of metal indicated the object had been subjected to exceptionally high heat.

The police chief at first believed the "wheel" had fallen from an airplane. A check of air fields in the area disclosed, however, that there had been no reports of any airplanes having lost any parts over Bellefontaine.

At Wright Field, meanwhile, Col. C. H. Welch, public relations officer, said field officials were anxious to examine the remains of the object. He said he knew of nothing on an airplane that would behave as did the "flaming wheel." He said he also knew of no experiments being conducted at the field that could supply an answer to the mystery.

Col. Welch said it was possible that the object might have been a magnesium flare such as used by pilots in making night pictures. He added, "however, that there were no night photo flights from Wright-Patterson field last night.

Today's Chuckle

There was a lot of talk this year about simplifying income tax return forms. One tormented taxpayer actually did something about it. He suggested a form to the Internal Revenue Department on which these four lines appeared.

1. What was your income for the year?
2. What were your expenses?
3. How much have you left?
4. SEND IT IN!

—Contact.

Incident 211

Incident No. 211

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 212

1. Date of Observation . . 3 Dec 48 . . . .

2. Time of Observation . 1743 hours - twilight

3. Where was Object(s) Sighted . Ground at Siebenthaler & Riverside while entering . . city limits of Dayton on Siebenthaler Ave . . . . . .

4. Observer's Position . . In car . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . George H. Hoffman, 132 Elmwood, Dayton 5, Ohio.
. . . . . .

6. Occupation and/or Hobbies . MCI - Intelligence Controls - Amateur photographer . . . but is mostly interested in mechanics . . . . . .

7. Attention Attracted to Object (s) By . the object coming into line of vision .

8. Number of Object(s) Sighted . . . . 1 flash seen two times . . . . . .

9. Size of Object(s) from observer's viewpoint . . . . . Approximately an inch long . . .

10. Color of Object(s) . yellowish shade of white - similar to star . . . . . .

11. Shape (Sketch if Possible) . . irregular . . . . . .

12. Nature of Luminosity . . like star - light must have emanated from object itself

13. Estimated Distance of Object from Observer . Could not be estimated - thought to be some 10 miles and at an altitude from 10,000 to 20,000 feet

14. Speed of Object(s) . . Could not be estimated . . . . . .

15. Time in Sight . . . . . 1/2 second for each pulse of light

16. Tactics . . Apparently traveling in an ascending arc . . . . . .

17. Sound Made by Object(s) . None noticeable . . . . . .

18. Direction of Flight of Object(s) . Seemed to be ascending - possibly in an . . eastern direction

19. Apparent Construction (Of What Material or Substance) . . Flash of light . . .
. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . None . . . . . .
. . . . . .

21. Weather Conditions Existing at the Time . . Sky clear in vicinity of object . .

22. Peculiarities Noted . . None . . . . . .
. . . . . .
. . . . . .

23. Summary of Incident . . (over) . . . . . .
. . . . . .
. . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

While Mr. George H. Hoffman and Roy E. Statzer were approaching the city limits of Dayton, Ohio, via Siebenthaler Ave., near Stillwater Bridge, the evening of 3 Dec 48 (Approximately 1713 hours), Mr. Hoffman observed an unusual pulse of light like that of a rocket. The light appeared in the Northwest section of the sky. He estimated this pulse to be visible for about 1/2 second. After observing it for this period it flashed off. The same period of time elapsed and it reappeared seemingly in an ascendent position (could have been traveling in an easterly direction). It again remained visible for about 1/2 second when it again flashed off. It was not seen again. Mr. Hoffman thought that Mr Statzer saw one of the pulses of light. The light appeared irregular in contour and seemed about an inch in length from the observer's viewpoint. Mr. Hoffman estimated it to be some 10 miles distant and stated that it was some 45° above the horizon. He thought the altitude could have been anywhere from 10,000 to 20,000 feet. The color appeared white with a yellowish tinge and was solid. There was no evidence of exhaust. The light remained constant during the 1/2 seconds observed. The part of the sky in which the light was observed appeared clear. There was no cloud interference. However, there was a layer of clouds along the horizon. There was some wind. No planes appeared to be in the air at the time.

Observer states that he is mildly color-blind. Estimates his judgment of speed of moving objects as not too accurate. He believes he can distinguish size and shape at a distance fairly well. Observer is cleared for "Secret"

AMC Form No. 10-6
[redacted]

ROUTING AND RECORD SHEET

RESTRICTED

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressee and addressee.

Note routing slips in lower left of form. Remarks space is sufficient only for proper number of typewritten signature.

Place initials of director and typist, telephone number and location to right of signature.

Separate comments by horizontal line across page.

SUBJECT Project "Sign" - Incidents 212 and 213

TO MCRF FROM MCIAXO-3 DATE 21 Dec 48 COMMENT NO. 1

1. This office is engaged in the investigation of the unidentified aerial phenomena as reported in Inclosures 1, 2, and 3.

2. Your comment is requested as to the possibility of these sightings having been of domestic origin.

3 Incls
1. Extr of Incident 212
2. Statement of Lt [illegible] Miller
3. Statement of G.G. [illegible]

W. P. [illegible]
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

[illegible]
CMT/aw
65310
Bldg 2[illegible]
P 201 G

TO MCIAXO-3 FROM MCRFO DATE DEC 30 1948 COMMENT NO. 2

Incidents 212 and 213 were reviewed and a possible conclusion was found. Colonel Albert Boyd stated that he personally observed a B-29 circling the Patterson Field area with both landing lights burning at the time mentioned. The aircraft was at an altitude of approximately 3000 feet and it is possible that the observers may have seen the lights without being able to identify the aircraft, due to the dusk or visibility at that time.

3 Incls
n/c

Donald P. Hall
DONALD P. HALL
Colonel, USAF
Chief, Operations Subdivision
Flight Test Division

KOC/hf
3-2336
Bldg 5
Area B

RESTRICTED

RESTRICTED

While Mr. George H. [redacted] and Roy R. Statzer were approaching the city limits of Dayton, Ohio, via Siebenthaler Ave., near Stillwater Bridge, the evening of 3 Dec 48 (Approximately 1713 hours), Mr. Hoffman observed an unusual pulse of light like that of a rocket. The light appeared in the Northwest section of the sky. He estimated this pulse to be visible for about 1/2 second. After observing it for this period it flashed off. The same period of time elapsed and it reappeared seemingly in an ascendent position (could have been traveling in an easterly direction). It again remained visible for about 1/2 second when it again flashed off. It was not seen again. Mr. Hoffman thought that Mr Statzer saw one of the pulses of light. The light appeared irregular in contour and seemed about an inch in length from the observer's viewpoint. Mr. Hoffman estimated it to be some 10 miles distant and stated that it was some 45° above the horizon. He thought the altitude could have been anywhere from 10,000 to 20,000 feet. The color appeared white with a yellowish tinge and was solid. There was no evidence of exhaust. The light remained constant during the 1/2 seconds observed. The part of the sky in which the light was observed appeared clear. There was no cloud interference. However, there was a layer of clouds along the horizon. There was some wind. No planes appeared to be in the air at the time.

Observer states that he is mildly color-blind. Estimates his judgment of speed of moving objects as not too accurate. He believes he can distinguish size and shape at a distance fairly well. Observer is cleared for "Secret"

RESTRICTED

RESTRICTED

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN
CENTRAL DISTRICT
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

REFER TO INITIALS AND NO.

EBM:chd

7 December 1948

MEMORANDUM

To: Commanding General, Air Materiel Command
Attention: Intelligence Division (MCI), Colonel McCoy

1. At the suggestion of Mr. A. G. Loedding, MCIA, the following statement is respectfully submitted for evaluation:

On Friday, 3 December 1948, at about 1715, while driving west on Needmore (Harshmanville) Road approaching Wagner Ford Road, there came into my line of sight a bright strip of yellow-orange flame in the sky directly ahead, at a distance which I estimate at about ten miles.

I called the attention of my passenger, Lieut. G. G. Reeves, USN, also of this office, to the object. During a stop at the intersection of Needmore and Wagner Ford Roads, we studied the motions of the flame. It appeared to climb at a fairly high rate of speed. It disappeared at intervals - not gradually as if penetrating the overcast, but sharply as if the flame were suddenly extinguished.

We again stopped at the base of the incline leading over the railway tracks just west of Wagner Ford Road to determine if the motion of my automobile might be giving a false appearance of motion to what was possibly the reflection of the hidden sun on cloud layers seen through a narrow slit in the dark overcast. There was, however, a definite pattern of motion, both horizontal and vertical.

I formed the opinion then, which I still hold, that the flame came from a ram jet or rocket. Assuming that the object was a Wright-Patterson aircraft testing ram jet installation mounted as an auxiliary power plant, further observation was dictated by curiosity alone.

Distance and altitude of the object, and/or haze made positive perception of a physical source of the flame at best doubtful. I do believe, however, that during one of the several short intervals when the flame was not visible, I did see an aircraft a short distance from where the flame had last been seen, and near where it next appeared.

RESTRICTED

Incl 2

203

After what I now judge to be a two or three minute step at the base of the railway embankment, I proceeded to highway 25 at a slow rate of speed, with the object still intermittently visible ahead, with the angle of elevation increasing. I turned right (north) on US 25 and after proceeding about a quarter of a mile, the became lost overhead and was not seen again.

My judgement as to distance mentioned above is subject to question. It is believed however that meteorology can confirm or refute the probability of seeing a flame at ten miles in the then existing weather conditions.

This same reservation is offered as to the apparent altitude, which I believed to be in excess of 10,000 feet. My estimate of the ceiling at this time, however, was somewhat less than this altitude. It is possible, therefore, that the flame was seen through a ceiling which observed the aircraft itself.

The following information on myself is further submitted as a guide in estimating the probable accuracy of my judgement of distance under conditions existing at the time of the above observations:

I am 41 years of age, in good health. My vision is 20-20 in both eyes. I have been in the Naval service for 24 years, in Naval Aviation for 8 years. I am a Naval Aviation observer. I have had no pilot training nor the vision and depth perception test given to aviators.

The above observations and estimates are made four days after the occurrence of the incident described, with little or no study having been given during the interval.

Respectfully,

Edgar S. Miller,
Lieut., U. S. Navy
Extension 25183

RESTRICTED

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN
CENTRAL DISTRICT
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

GRR:ehd

7 December 1948

MEMORANDUM

TO: Technical Intelligence Division (MCIAD-3)

[redacted]: Captain R. R. Snider

SUBJECT: Streaks of Light in the Sky - Forwarding of Information on.

1. In accordance with the verbal request of Mr. A. C. Loedding, MCIA, a report of the subject light as observed by the writer is furnished:

> While traveling west on Needmore Road with Lt. R. S. Miller of BAGR-CD at about 1715 on 3 December 1948 and just before reaching Wagoner Ford Road a streak of light was observed directly ahead in the sky. The sky was overcast with an occasional break between layers. The light appeared to be over highway 25 and at an angle of 45° from the observer, traveling straight up, the top end blunt and the trailing end feathered. This light at first appeared and vanished rapidly as though a jet was being turned on and off. Later, after stopping the car, its appearance and disappearance was more gradual. Its color was a very light red softened by haze. Its size appeared from 3 to 4 inches high and about 3/4 of an inch wide if seen through a gauge at arm's length from the observer.

Mr. Ed

G. G. Reeves,
Lt, USN,
Office of BAGR-CD

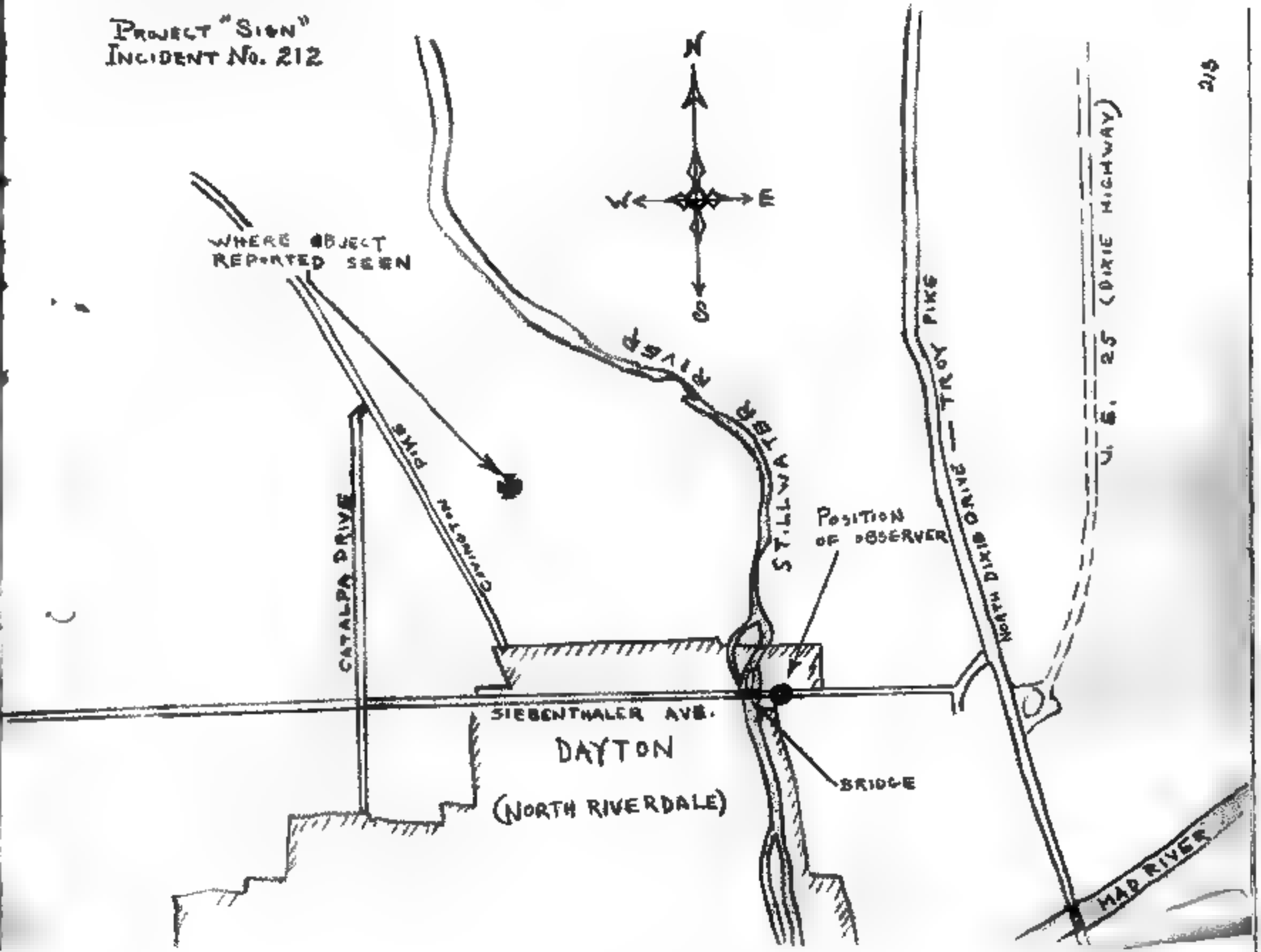
Incident 213

RESTRICTED

Lab 3

1

PROJECT "SIGN"
INCIDENT No. 212



Incident 212

In Trans. to of ν

Incident No. 212

INCIDENT SUMMARY SHEET

Incident No. 213

1. Date and Time of Observation: 3 Dec 1951 715

2. Where Sighted: Needmore Road, near Wagner Ford Road - Dayton, Ohio, outskirts

3. Observer's Position: from car while driving west on Harshmanville Road (Needmore Rd)
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Lt. Gd Edgar S. Miller, USN, Lt U. S. Navy, Ex 25183

5. Occupation and/or hobbies: Lt, U. S. Navy Hq AMC

6. Attention Attracted by: bright strip of yellow-orange flame directly ahead

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): yellow-orange flame

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: Like that made by ram jet or rocket
(directed beam of light?)

12. Altitude of Object: in excess of 10,000 feet
(estimated)

13. Estimated Distance of Object from Observer: 10 miles

14. Estimated Speed of Object: N/S Appeared to climb at a fairly high rate of speed

15. Time in Sight: N/S - Object seen intermittently over a period of time

16. Tactics: observed a definite pattern of motion - both horizontal & vertical

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: Flame

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): Object was possibly an exhaust flame
Color: yellow-orange flame

22. Manner of Disappearance: overhead presumably in clouds

23. Weather Conditions at Time of Sighting: Ceiling less than 10,000 feet.

24. Peculiarities Noted:

25. Summary of Incident: See Incident 212 for detail
(See attached page)

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN
CENTRAL DISTRICT
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

GGR:ebd

7 December 1948

[redacted]

TO: Technical Intelligence Division (MCIAXO-3)

ATTENTION: Captain R. R. Sneider

SUBJECT: Streaks of Light in the Sky - Forwarding of Information on.

1. In accordance with the verbal request of Mr. A. C. Loedding, MCIA, a report of the subject light as observed by the writer is furnished:

While traveling west on Needmore Road with Lt. E. S. Miller of BAGR-CD at about 1715 on 3 December 1948 and just before reaching Wagoner Ford Road a streak of light was observed directly ahead in the sky. The sky was overcast with an occasional break between layers. The light appeared to be over highway 25 and at an angle of 45° from the observer. traveling straight up, the top end blunt and the trailing end feathered. This light at first appeared and vanished rapidly as though a je as being turned on and off. Later, after stopping the car, its appearance and disappearance was more gradual. Its color was a very light red softened by haze. Its size appeared from 3 to 4 inches high and about 3/4 of an inch wide if seen through a gauge at arm's length from the observer.

G. G. Reeves,
Lt, USN,
Office of BAGR-CD

Incident 213

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN
CENTRAL DISTRICT
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

REFER TO INITIALS AND NO.

RMH:ehd

7 December 1948

MEMORANDUM

To: Commanding General, Air Materiel Command
Attention: Intelligence Division (MCI), Colonel McCoy

1. At the suggestion of Mr. A. G. Loedding, MCIA, the following statement is respectfully submitted for evaluation:

On Friday, 3 December 1948, at about 1715, while driving west on Meadmore (Marshmanville) Road approaching Wagner Ford Road, there came into my line of sight a bright strip of yellow-orange flame in the sky directly ahead, at a distance which I estimate at about ten miles.

I called the attention of my passenger, Lieut. G. G. Reeves, USN, also of this office, to the object. During a stop at the intersection of Meadmore and Wagner Ford Roads, we studied the motions of the flame. It appeared to climb at a fairly high rate of speed. It disappeared at intervals - not gradually as if penetrating the overcast, but sharply as if the flame were suddenly extinguished.

We again stopped at the base of the incline leading over the railway tracks just west of Wagner Ford Road to determine if the motion of my automobile might be giving a false appearance of motion to what was possibly the reflection of the hidden sun on cloud layers seen through a narrow slit in the dark overcast. There was, however, a definite pattern of motion, both horizontal and vertical.

I formed the opinion then, which I still hold, that the flame came from a ram jet or rocket. Assuming that the object was a Wright-Patterson aircraft testing ram jet installation mounted as an auxiliary power plant, further observation was dictated by curiosity alone.

Distance and altitude of the object, and/or haze made positive perception of a physical source of the flame at best doubtful. I do believe, however, that during one of the several short intervals when the flame was not visible, I did see an aircraft a short distance from where the flame had last been seen, and near where it next appeared.

213

After what I now judge to be a two or three minute stop at the base of the railway embankment, I proceeded to highway 25 at a slow rate of speed, with the object still intermittently visible ahead, with the angle of elevation increasing. I turned right (north) on US 25 and after proceeding about a quarter of a mile, the became lost overhead and was not seen again.

My judgement as to distance mentioned above is subject to question. It is believed however that meteorology can confirm or refute the probability of seeing a flame at ten miles in the then existing weather conditions.

This same reservation is offered as to the apparent altitude, which I believed to be in excess of 10,000 feet. My estimate of the ceiling at this time, however, was somewhat less than this altitude. It is possible, therefore, that the flame was seen through a ceiling which obscured the aircraft itself.

The following information on myself is further submitted as a guide in estimating the probable accuracy of my judgement of distance under conditions existing at the time of the above observations:

I am 41 years of age, in good health. My vision is 20-20 in both eyes. I have been in the Naval service for 24 years, in Naval Aviation for 8 years. I am a Naval Aviation observer. I have had no pilot training nor the vision and depth perception test given to aviators.

The above observations and estimates are made four days after the occurrence of the incident described, with little or no study having been given during the interval.

Respectfully,

Edgar S. Miller,
Lieut., U. S. Navy
Extension 25183

Incl #213

Incident # [redacted] 213

Incident # 214

INCIDENT SUMMARY SHEET

Incident No. 214

1. Date and Time of Observation: 7 July 1948

2. Where Sighted: Rt 202 - West Rindge, N. H.

3. Observer's Position: Ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Chas N. Tasker, West Rindge, N. H.

5. Occupation and/or hobbies: Vice Pres. New England Tel & Tel Co.

6. Attention Attracted by: Curls of smoke

7. Number of Object(s) Seen:

8. Size of Object(s):

9. Color of Object(s): Case now under investigation

10. Shape (Sketch if Possible)

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
(See attached page)

7 Jan 1948

SUBJECT: Metal Fragments Observed at West Rindge, New Hampshire, 7 July 1947

TO: Commanding General
Hq, Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXD-3

1. Reference is made to a letter dated 9 November 1948, from Colonel W. R. Clingerman, USAF, Chief, Tech Intelligence Division, Intelligence Department, Department of the Air Force, to the Federal Bureau of Investigation, requesting that information concerning the above subject be forwarded to Commanding General, Air Materiel Command, Attn: MCIAXD-3.

2. The attached information pertaining to above subject which was received by this Headquarters from the Federal Bureau of Investigation is hereby transmitted in compliance with original request.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Extract fr ltr, FBI,
dtd 26 Nov 48, subj
as above

HUGH J. KNERR
Major General, USAF
The Inspector General, USAF

RECEIVED

Orig in

SECRET

T 82028

CONFIDENTIAL

MX 63-file

MCIAO-3

9 November 1948

Federal Bureau of Investigation
U. S. Department of Justice
Washington, D. C.
ATTN: Communications Section

Gentlemen:

This office is engaged in a continual investigation of all reported sightings of unidentified aerial objects, and has in its possession a teletype from the Boston FBI Field Office, copy attached, dated 16 July 1947, concerning metal fragments observed at West Hinge, New Hampshire on 7 July 1947.

The following information concerning this matter is requested:

Present status of investigation

Nature of metal found

Origin of metal

Disposition of metal fragments

If available, will it be possible to forward physical evidence for further examination?

Were all possibilities of domestic origin of the unidentified object eliminated from consideration by the investigation?

Five copies of a list entitled, "Essential Elements of Information" to serve as a guide in conducting future interviews of observers of unidentified aerial phenomena are included.

CONFIDENTIAL

2cy

AMC
Subj: Project "Sign"

It is further requested that all available data be forwarded directly to the Commanding General, Headquarters Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIAID-3.

Sincerely yours,

2 Incls:
1. Cy of Teletype dtd 28 July 47
2. 5 Cys EEI Form

W. R. GLINDEMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

CONFIDENTIAL

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
JULY 16, 1947

TELETYPE

WASHINGTON FROM DIRECTOR 9 | 10 | 10-510

DIRECTOR

[illegible]

[illegible]

CONFIDENTIAL 314

SECRET

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

Date: November 26, 1948

To: Director of Special Investigations (IG)
Department of the Air Force
Washington 25, D.C.

From: John Edgar Hoover, Director, Federal Bureau of Investigation

Subject: METAL FRAGMENTS OBSERVED AT WEST RINDGE,
NEW HAMPSHIRE, JULY 7, 1947

..."For your information, Dean John M. Buker, Security Officer, Massachusetts Institute of Technology, Cambridge, Massachusetts, the original informant in this matter, advised that a spectographic examination has been completed of the metal particles referred to and they were determined to be of ordinary cast iron and had been subjected to a very high degree of heat. The heat caused scales to be formed on the cast iron which were originally thought to be of some metallic alloy. The scientists examining the particles concluded that if they had come through the air from any great altitude in small pieces as they were found most of the heat would have been taken from them by the time they reached the ground and fires would not have resulted.

"It is noted that the metal particles landed approximately seven hundred feet from a railroad track, and inquiries were conducted to determine whether or not the particles could have originally been a part of some or some other part of the steam engine. Those inquiries resulted in positive information that the particles did not come from a train or locomotive. Measurements of the four pieces examined revealed that they most likely had been originally all part of one hollow cylinder, eight inches in diameter and three-sixteenth of an inch thick. It was believed that one piece falling from a great height would have retained a good portion of its heat and probably would have smashed when it hit the ground.

"One scientist, who was not identified, recalled that cast iron cylinders of similar measurements had been used in New Mexico on research work in connection with a guided missile project. However, this scientist did not make this conclusion to the exclusion of all other possibilities. Efforts were made to reconstruct the original cylinder. The metal fragments were not made available. Since the metal fragments were not made available, it will be impossible to furnish them to the Air Force. No further investigation concerning these fragments has been conducted by this Bureau..."

SECRET

T 82028

Incl #1

Incl #2

CRET

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

Date: November 26, 1948

To: Director of Special Investigations (IG)
Department of the Air Force
Washington 25, D.C.

From: John Edgar Hoover, Director, Federal Bureau of Investigation

Subject: METAL FRAGMENTS OBSERVED AT WEST RINDGE,
NEW HAMPSHIRE, JULY 7, 1947

...For your information, Dean John M. Buker, Security Officer, Massachusetts Institute of Technology, Cambridge, Massachusetts, the original informant in this matter, advised that a spectographic examination has been completed of the metal particles referred to and they were determined to be of ordinary cast iron and had been subjected to a very high degree of heat. The heat caused scales to be formed on the cast iron which were originally thought to be of some metallic alloy. The scientists examining the particles concluded that if they had come through the air from any great altitude in small pieces as they were found most of the heat would have been taken from them by the time they reached the ground and fires would not have resulted.

"It is noted that the metal particles landed approximately seven hundred feet from a railroad track, and inquiries were conducted to determine whether or not the particles could have originally been a part of smoke or some other part of the steam engine. These inquiries resulted in positive information that the particles did not come from a train or locomotive. Measurements of the four pieces examined revealed that they most likely had been originally all part of one hollow cylinder, eight inches in diameter and three-sixteenth of an inch thick. It was believed that one piece falling from a great height would have retained a good portion of its heat and probably would have smashed when it hit the ground.

"One scientist, who was not identified, recalled that cast iron cylinders of similar measurements had been used in New Mexico on research work in connection with a guided missile project. However, this scientist did not make this conclusion to the exclusion of all other possibilities. Efforts were made to reconstruct the original cylinder. The metal fragments were not made available. Since the metal fragments were not made available, it will be impossible to furnish them to the Air Force. No further investigation concerning these fragments has been conducted by this Bureau..."

Incl #1

Incl #2

Incident # 214

Incident No. 215

Cite 061830Z

Ref T sighting [illegible]
S [illegible] AFB [illegible] at 2015 [illegible]
[illegible]

[illegible] 1/C at [illegible] 152
[illegible] W at 5 mph.
[illegible] personnel on [illegible]
jet at 10,000 ft. Not [illegible]
heading SE. On [illegible]
[illegible] 4 to 5 [illegible]
[illegible] received [illegible]

INCLOSURE NO. 215

1. Date of Observation 3 Dec 1948 Date of Interview _____

2. Exact time (local) 2015 hours Pacific Standard Time

3. Place of Observation Fairfield Suisun AFB Control Tower - 5.5 miles east of Fairfield, Calif - 38° 16' N Lat 121° 56' W. Long.

4. Position of observer Control Tower

5. What attracted attention to object light and motion

6. Number of objects 1

7. Apparent size About size of 30" diameter searchlight

8. Color of object white light

9. Shape round

10. Altitude 500 to 1,000 ft when first sighted to approx 20,000 ft

11. Direction from observer

12. Distance from observer 500 to 800 yards

13. Direction of flight of object(s) NW to SSE

14. Time in sight 25 seconds

15. Speed Varying - from 400 MPH then slowed to approx 200 MPH and climbed at 400-500 MPH out of sight

16. Sound and odor [redacted]

17. Trail No trail observed

18. Luminosity Object shone with brightness of a high-intensity runway light

19. Projections [redacted]

20. Maneuvers Rapid but erratic climb - like change to pace

21. Manner of disappearance Object climbed out of sight

22. Effect on clouds N/S

23. Additional information concerning object A winds aloft balloon released 30 to 45 minutes prior to sighting. Balloon lost to view 10 minutes after

24. Weather conditions 15 mile visibility. Wind was [redacted] MPH.

(over)

Incident: 85

Name and address of observer: Bruce Merlin McFarland, 1901 AACS Sq
Fairfield-Suisun AFB, Calif

Occupation and hobbies: Control Tower Operator
PFC, USAF

Comments of interrogator relative to intelligence and character of observer(s): Considered fully reliable and a competent airman. Sighting also witnessed by Joseph Don Dalafayette, Sgt AF 12106504. AACS OIC considers them high type individuals fully qualified both mentally and physically for control tower duty. Considered competent, reliable observers psychologically stable.

Incident Description:

Object first shot into view about 2 miles north of the Control Tower flying at low altitude between 500 & 1000 ft, climbing on a low trajectory with a speed estimated in excess of 400 MPH. Immediately after sighting PFC McFarland rushed to east side of tower. By this time object was estimated to have not exceeded 1500 feet altitude and its speed had slowed for several seconds to perhaps 200 MPH. At this state object had a very slight undulating or bouncing motion. When its position orientated with a line between the tower and the air freight terminal, but a slight distance east of the terminal, the object took an almost vertical rise or climb and leveled off again at an estimated 3000 ft. At this point Sgt Joseph Don Dalafayette continued watching as PFC McFarland attempted to summon the AACS Operations Officer. Sgt Dalafayette reported the object almost immediately afterward started a fast climb toward the south-southeast and reached about 20,000 ft at which point he lost sight of it. PFC McFarland never saw the object again after leaving to phone.

Object was viewed thru 8-power binoculars. All that could be seen was a circular light one to 2 feet in diameter. It had the intensity of a Kemp floodlight and was so bright that it blacked out any silhouette (if any) when sighted in binoculars. In size it was comparable to one of Fairfield-Suisun AFB's high-intensity runway lights. No sound was heard nor was any exhaust trail observed. The light was clearly seen with the naked eye It was brilliant but by no means blinding. Observer (PFC McFarland) was convinced it was not an aircraft navigation light. The night was clear, and the wind indicated southeast at 10 MPH on tower instruments. A weather balloon had been released 45 to 55 minutes previous to sighting but was lost ten minutes after release.

CONFIDENTIAL

HEADQUARTERS
Fairfield-Suisun Air Force Base
California

D/AC/dwm

14 January 1949

M-1523

SUBJECT: Project "SIGN"

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. Reference is made to letter, Subject: Project "SIGN", from the MCIAXO-3 office, Headquarters Air Materiel Command, dated 17 December 1948.

2. Pursuant to paragraph two of letter cited above an investigation of the unidentified flying object has been made by the Intelligence Division, Fairfield-Suisun Air Force Base using the Essential Elements of Information Form as a guide. The EEI together with three enclosures thereto is transmitted herewith.

3. All interested personnel have been advised to avoid publicity in this matter and the report has been classified Confidential.

4. Future incidents of this nature occurring on the Base will be reported by this office regardless of organization making the observations.

FOR THE COMMANDING GENERAL:

Arthur Conrad Jr.

ARTHUR CONRADI JR.
Major, USAF
Chief of Intelligence

1 Incl.
EEI with 3 Incls

215

CONFIDENTIAL

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. Date of Sighting:

   3 December 1948

2. Time of sighting
   (Zonal by 24 hr clock)

   2015 hours Pacific Standard Time

3. Where sighted:

   a. Ground:

      (1) City, town:

      Object was sighted by personnel in the Fairfield-Suisun AFB Control tower.

      (2) Distance and direction from city or town road, intersections, etc.

      Fairfield-Suisun AFB Control tower is located in the center of the AF Base and 5.5 miles east of the town of Fairfield, California.

      (3) From building (story), yard, etc.

      Personnel sighted the object while standing inside the control tower 50 feet above ground level.

      (4) Map coordinates (if feasible) showing latitude and longitude:

      North latitude 38° 16'
      West Longitude 121° 56'

   b. Air

      (1) Type aircraft, speed, altitude, direction of flight:

      Not applicable

      (2) Distance and direction from city or town or known landmark:

      Not applicable

INCL

(3) Clock position of object from observer's aircraft:

Not applicable

(4) Latitude and longitude:

Not applicable

c. Sea

(1) Latitude and longitude:

Not applicable

(2) Proximity to land:
(Name city, country, etc)

Not applicable

4. Number of objects:

a. Formation type (if any)
(sketch if possible)

One object was sighted.

5. Distance of object from observer:

a. Laterally or horizontally:

The object was first sighted at a distance of two miles; it proceeded toward the observer and passed within 500-600 yards of the tower, then climbed out of sight.

b. Angle of elevation from horizon:

Approximately 20° when first sighted, then it climbed out of sight.

c. Altitude:

Altitude was 500 to 1000 feet when first sighted, then it climbed out of sight at approximately 20,000 feet.

6. Time in sight:

Approximately 25 seconds.

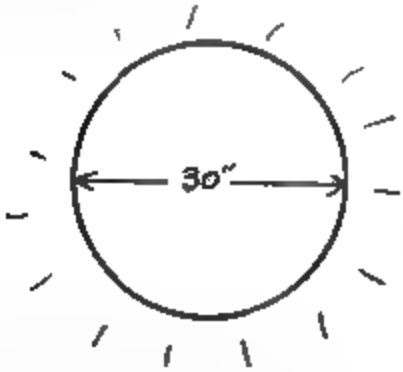
7. Appearance of object:

a. Color:

Object was a colorless white light

b. Shape (sketch if possible):

Round light 30 inches in diameter.



c. Apparent construction (translucent):

Looked like a searchlight with the light intensity of a runway light.

d. Size:

(1) Estimated size:

Approximately 30 inches diameter.

(2) Size as it appeared from observer's view: (Compared to known object)

About the size of a 30" diameter searchlight.

8. Direction of flight:

NNW to SSE

9. Tactics or maneuvers:

a. Vertical ascent or descent, horizontal, oscillating, fluttering evasive, aggressive, erratic, etc.

Came over horizon from altitude of 500 to 1000 feet and when opposite the control tower seemed to slow down then climbed to about 3,000 feet, seemed to hesitate again and then climbed almost vertically out of sight at an altitude estimated to be 20,000 feet. See

description contained in statement in paragraph 8 of the General section below.

10. Evidence of exhaust:

a. Color of smoke:

No exhaust was observed.

b. Length and width:

None observed

c. Odor (if any):

No odor was detected by the observers inside the control tower.

d. Rate of evaporation:

None.

e. Does trail vary with sound (spurts):

No trail observed.

11. Effect on clouds:

a. Opened path thru clouds:

No clouds were present where the object climbed.

b. Formed cloud or mists:

No cloud or mists were formed.

c. Reflected on cloud:

No reflections were observed.

d. Shown thru cloud:

No clouds were between observer and object at any time.

12. Lights

a. Reflected or attached:

The object itself resembled a light.

b. Luminous:

The object shone with the brightness of a high-intensity runway light.

c. Blinked on and off in relation to speed:

Object was a steady light.

13. Support:

a. Wings:

No wings were observed on the object.

b. Aerodynamic lift of fuselage:

No fuselage was observed.

c. Vertical jet:

No jet was observed.

d. Rotating cylinder or cone:

No cylinder or cone was observed.

e. Aerostatic lift (balloon or dirigible):

No aerostatic lift condition was observed.

14. Propulsion:

a. Propeller or jet:

No propeller or jet was observed.

b. Rotor:

No rotor was observed.

c. Aerodynamic vanes (flapping or oscillating) (Katzmayer effect):

No aerodynamic vanes were observed.

d. Visible exhaust or jet openings:

No exhaust or jet openings were observed.

15. Control and stability:

a. Fins:

No fins were observed.

b. Stabilizers

No stabilizers of any kind were observed.

16. Air Ducts:

a. Slots:

No slots were observed.

b. Duct openings:

No duct openings were observed.

17. Speed-MPH:

Came over the horizon from NNW at approximately 400 MPH slowed to approximately 200 MPH and then climbed at 400-500 MPH out of sight.

18. Sound:

a. Continuous whine or buzz:

No sound of any kind was heard by the observer.

b. Roar, whistle, whoosh:

No sound was heard.

c. Intermittent:

No sound was heard.

19. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such):

No radio antenna of any description was observed.

20. Manner of disappearance:

a. Explode:

The object did not explode.

(1) Possibility of fragments:

No fragments were observed or could be found from the object.

(2) Other physical evidence:

No other physical evidence of the object could be found.

b. Faded from view:

The object climbed out of sight.

c. Disappeared behind obstacle:

The object climbed out of sight in a clear sky.

Relative to the Observer

1. Names of observers:

Joseph Don DeLafayette Sgt AF 12106504 Honorably discharged from the service 6 December 1948.	Bruce Earlin McFarland Pfc AF 16278687

2. Address:

DeLafayette R.D. 1, Ballston Spa New York	McFarland 1901st AACS Squadron Fairfield-Suisun AFB, California

3. Occupation

DeLafayette - Unknown	McFarland - Control tower operator

4. Place of business:

a. Employer or employee:

DeLafayette - Unknown	McFarland - USAF

5. Hobbies:

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.

DeLafayette - Unknown	McFarland - Pfc McFarland, prior to military service, was for three years a radio announcer and was well trained as an announcer of sporting events. No other hobbies are engaged in by Pfc McFarland.

6. Ability to determine:

a. Color:

Both observers are required by high physical requirements to know colors.

b. Speed of moving objects:

Observers are constantly required to estimate the speed of moving aircraft in the course of their normal duties.

c. Size at distance:

Observers are constantly required to estimate the size and distance of objects in the course of their normal duties.

7. Reliability of observer:

a. Sources:

(1) Neighbors:

Both observers are considered fully reliable, competent airmen by their fellow NCO's.

(2) Police Dept:

No police record on the observers.

(3) FBI records:

No FBI records on the observers.

(4) Employer:

AACS officer in charge of the observers consider them high type individuals fully qualified both mentally and physically for control tower duty; they are considered competent, reliable observers psychologically stable.

8. Notes relative to observer on:

a. Sightings in general:

Both observers are considered competent, reliable and psychologically stable.

b. How attention was drawn to objects:

(1) Sound:

No

(2) Motion:

Yes

(3) Glint of light:

Yes

9. Witnesses:

a. Addresses:

No other witnesses could be found. The object was in view too short a time to obtain the observations of other personnel.

10. Comments of interrogator re intelligence and character of person interrogated:

Both observers are considered competent, reliable and psycholorically stable. Pfc McFarland has a General Classification Test Score of 143.

Relative to Radar Sightings

No radar sightings of the object were made or could be obtained.

GENERAL

1. Teletype sequences of local weather conditions:

3 December 1948 at 2030 Pacific Standard Time, Fairfield-Suisun Air Force Base, Ceiling 3000 feet scattered 15 miles visibility, 1014.6 millibars, temperature 44°, dewpoint 32°F, wind 10 MPH from the west, altimeter setting 29.95 inches.

2. Winds aloft report:

Winds aloft sequence for 032315Z December 1948 follows: 9000 21 02312 2513 22809 3109 43213 3016 63017 3019 82920 2923 03022 23017 42823.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time:
(Check Canadian activity if close to that border)

No flying was scheduled or observed in the vicinity of the Fairfield-

Suisun Air Force Base at the time of the observation.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other:

A winds-aloft balloon was released 35-45 minutes prior to the sighting and was lost from view 10 minutes after release.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purposes of making comparison of soils:

Object made no apparent contact with the earth and no contacts could be found.

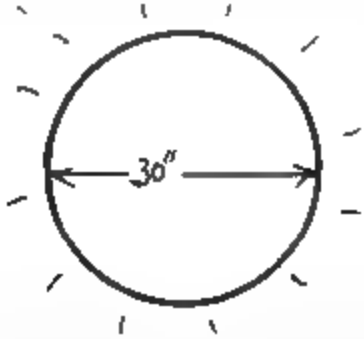
6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.

Object did not come sufficiently near known objects to obtain radioactivity readings.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of:

a. Object:

Object appeared to be a round light 30 inches in diameter.



b. Surrounding terrain where object was observed:

Annotated photographs and diagrams of the Fairfield-Suisun Air Force Base are attached as enclosures 1 and 2 to this report.

c. Place where object contacted earth (if this happened):

Object did not contact the earth.

d. Maneuvers:

The object maneuvered as described in statement contained in enclosure #3 and indicated in enclosures #1 and #2 to this report.

e. Formation (if more than two):

One object was sighted.

8. Secure signed statement:

Statement attached as enclosure #3 to this report.

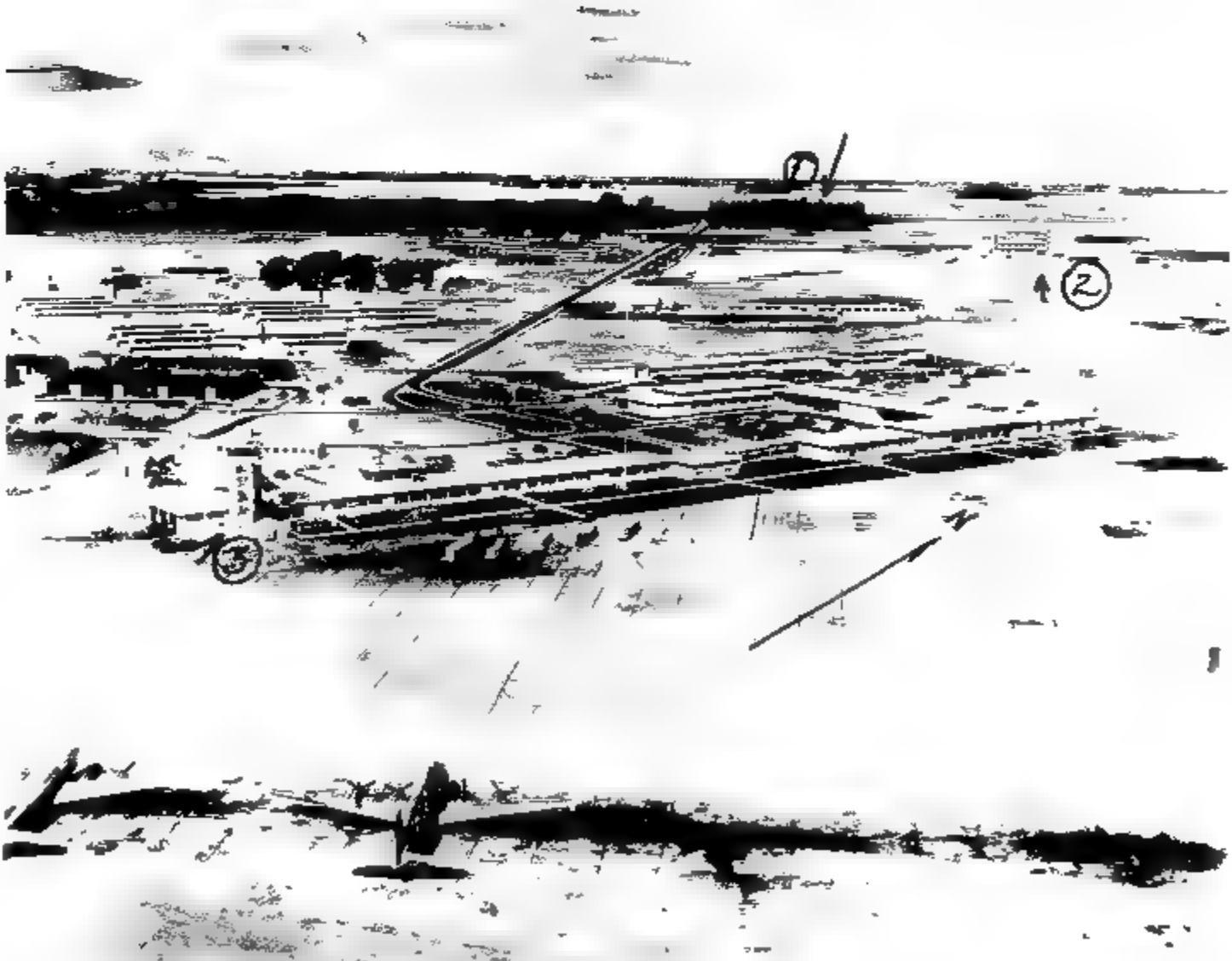
9. Obtain fragments or physical evidence where possible:

No fragments or other physical evidences of the object were obtained.

Arthur Conradi Jr

ARTHUR CONRADI JR.
Major, USAF
Chief of Intelligence

3 Incls.
1. Photograph
2. Diagram
3. Statement



Incl #1

-STATEMENT-

12 January 1949

At the request of Chief of Intelligence, the undersigned wishes to describe as accurately as possible his impressions of the brief appearance of an unknown illuminated object which appeared over Fairfield-Suisun AFB at 2015 PST on 3 December 1948. The object first shot into view about 2 miles north of the control tower, flying at a low altitude between 500 and 1000 feet, climbing on a low trajectory, with a speed estimated at something in excess of 400 miles per hour. Immediately after sighting,this observer rushed to the east side of the tower. By this time the object was estimated to have not more than 1500 feet of altitude and its speed had slowed for several seconds to perhaps two-hundred (200) miles per hour. The observer can recall that at this stage the object had a very slight undulating or bouncing motion. When its position oriented with a line between the tower and the air freight terminal, but a slight distance east of the terminal, the object took an almost vertical rise or climb and levelled off again at an estimated three thousand feet. At that time the other control tower operator on duty continued watching the object while this observer telephoned the AACS operations officer residing on the base in hopes he might be able to get a look at it. The other tower operator reported the object almost immediately afterwards started a fast climb toward the south-southeast and reached about twenty thousand feet, at which point he lost sight of it. The undersigned never saw the object again after going for the telephone.

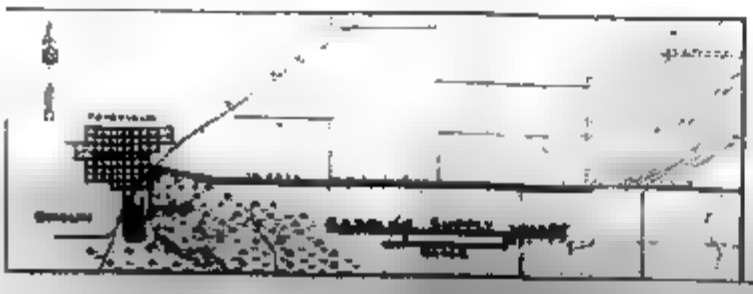
Pertinent information is that the light was clearly seen with the naked eye, brilliant but by no means blinding. In size it was comparable to one of Fairfield-Suisun AFB's high-intensity runway lights. The observer is convinced it was not an aircraft navigation light. The night was clear, and the wind was indicating southwest at 10 miles per hour on tower instruments.

I certify and affirm that the information herein is true and accurate to the best of my knowledge and ability.

Bruce Earlin McFarland

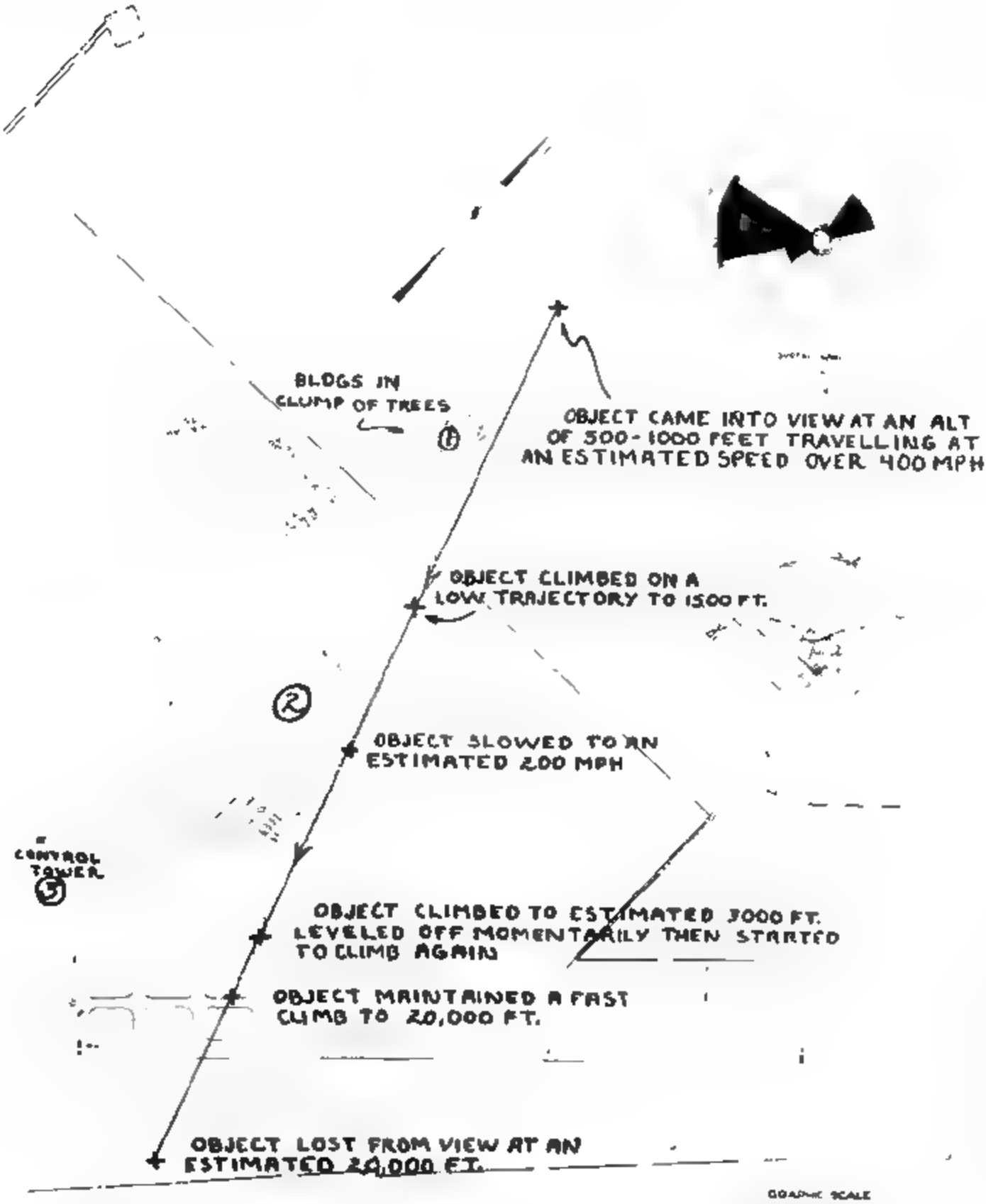
Bruce Earlin Mc Farland
PFC, USAF
1901 AACS Squadron
Fairfield-Suisun AFB, Calif.

Incl 3



Arthur Conrad Jr.

CON



TRACK OF UNIDENTIFIED AERIAL OBJECT

MAJOR, USAF – CHIEF OF INTELLIGENCE – FAIRFIELD-SUISUN AFB

CONFIDENTIAL

MCIAXO-3

MCIAXO-3/[illegible]/[illegible]
15 dec 48

Project "SIGN"

Commanding General
Fairfield-Suisun Air Force Base
Fairfield, California
ATTN: Base Intelligence Officer

1. This Command is charged with the investigation of all reports of unidentified aerial objects and is authorized direct communication with all Air Force Units by letter HQ USAF, dated 6 February 194 , subject: "Reporting of Information on 'Flying Discs'".

2. A teletype from your Base, 0618302, indicates that an unidentified flying object was sighted at 2015 hours, 3 December 194 by control tower personnel, your station. It is requested that your office conduct an investigation of this incident, using the inclosed Essential Elements of Information Form, as guide. It is particularly important that the information outlined in general section of the EEI be obtained.

3. All interested personnel should be advised to avoid publicity in this matter. Reports will be considered confidential.

4. Direct reply to Commanding General, Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAXO-3.

[redacted]

1 Incl
EEI Form

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

215

CLASSIFIED M[illegible]AGE **RESTRICTED** CLASSIFIED MESSAGE

INCOMING MESSAGE

PRIORITY [illegible] 7[illegible]Z

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[illegible] COPY

Incl #215

MCAG Form No. 22A (Rev 25 Oct 48)

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

WF-L 16 NOV 48 10M

CLASSIFIED MESSAGE **RESTRICTED** CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

Incident No. 215

Incident # 216

INCIDENT SUMMARY SHEET

Incident No. 216

1. Date and Time of Observation: 5 December 1946 18:46

2. Where Sighted: Chanute AF Base, Illinois - 40°-18' North 88° 7-1/2' East

3. Observer's Position: ground while facing northeast
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Sgt James E. Doty, Sgt Eugene E. Montag
Det 16/IL, 16th Wea Sq, Chanute AFB, Rantoul, Illinois

5. Occupation and/or hobbies: Weather Observers, 16th Wea Sq

6. Attention Attracted by: glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): 15 feet long x 6 ft wide - size jet fighter type plane
thick(?)

9. Color of Object(s): white

10. Shape (Sketch if Possible) Round

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: Over 15,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: over 350 MPH

15. Time in Sight: 3 seconds

16. Tactics: Seemed to be moving in upward path horizontal from 15° above horizon to 20 or 25°

17. Sound Made by Object(s): No sound

18. Direction of Flight of Object(s) Northeast to South Southwest

19. Apparent Construction: N/S

20. Effect on Clouds: No clouds

21. Exhaust Trail (Color of): Statement of James E. Doty mentions that the object was leaving a trail

22. Manner of Disappearance: flew out of sight

23. Weather Conditions at Time of Sighting: high scattered clouds
visibility: 10 miles

24. Peculiarities Noted: (

25. Summary of Incident: (over)
(See attached page)

Incident: 216

On 8 Dec 1948 at approximately 1846 hours Sergeant James E. Doty noticed what appeared to be either a sky rocket or meteor, and called the object to the attention of his companion, Sergeant Eugene E. Montag.

Sergeant Doty stated that the object did not appear to be a star because it was three or four times as large as a star and seemed closer than a star would be. It was heading from the northeast toward the south southwest and was moving upwards at about a 15 or 20 degree angle. As it moved it seemed to get larger. The object left a trail. In about two or three seconds it disappeared. The object was round, white and moved very fast.

Sergeant E. Montag's statement does not differ as to direction or color or angle of ascent. States that the object traversed about 2 to 3/10s of the sky while under observation and did not appear to him to be a falling star. He reported to the Duty Forecaster at the Base Weather Station. Sergeant Montag's statement does not mention seeing a trail.

MCIAMD-5
Subj: "Project Sign"

Dec 21, 1948

1st Ind.

15/Ma/m

HQ, 3365th Tech Trng Sq and Chanute AFB, Chanute Fld, Ill., 29 Dec 48

TO: Commanding General, Air Material Command, Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAMD-5

Attention is invited to inclosed "Essential Elements of Information" form which has been accomplished and to two statements of witnesses.

Donald S. Genung

DONALD S. GENUNG
Captain, USAF
Intelligence Officer

3 Incls.
1. Info Form (trip)
2. Stmt Montag (quad)
3. Stmt Roty (quad)

2/6

CONFIDENTIAL

MCIAXO-3

MCIAXO-3/HMS/aj

SUBJECT: Project "Sign"

TO: Commanding General
Chanute Air Force Base
Chanute Field, Illinois
ATTN: Base Intelligence Officer

1. This Command is charged with the investigation of reported sightings of unidentified aerial objects and is authorized direct communication with Air Force installations by letter, Hq USAF, dated 26 February 1948, subject, "Reporting of Information on Flying Discs".

2. A TWX from your Base, 0903352, indicates that Sgts James H. Doty and Eugene E. Montag, 16th Weather Squadron, saw an unidentified aerial object at 1946 hours, 8 December 1948.

3. It is requested that your office interview all witnesses to this observation and investigate circumstances surrounding the incident, using the inclosed Essential Elements of Information form as a guide. It is particularly important that the information outlined in the General Section of this form be obtained.

4. Interested personnel should be advised to avoid publicity in this matter. All evidence will be considered confidential.

5. Direct reply to Commanding General, Hq Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAXO-3.

FOR THE COMMANDING GENERAL:

1 Incl
EEI Form

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

216 216

SECRET

DETACHMENT NO. 1
15th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

5/8/m

9 December 1948

SUBJECT: Reporting of Information on "Flying Discs"

TO: Commanding General
[redacted]
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: TSOIN

1. In compliance with 21029 Air Weather Group TWX 464 dated 19 November 1948 and letter, Headquarters, United States Air Force, subject as above, 5 February 1948, the following report is submitted:

a. Chanute Air Force Base, Illinois, 090046Z.
b. High scattered clouds, visibility ten miles.
c. Sgt. James E. Doty and Sgt. Eugene E. Montag, Weather Observers, Det 16/11, 15th Weather Squadron, Chanute AFB, Illinois.
d. Photographs of objects - none available.
e. Sketches of objects - None available.
f. Object sighted:
(1) One
(2) Round
(3) Undetermined size
(4) Bright white color
(5) Two tenths of distant sky within two to three seconds.
(6) Heading from north east toward south south west.
(7) Undetermined maneuverability.
(8) Undetermined altitude.
(9) No sound
(10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving upward fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

No file #

9 Dec 46

Subj: [illegible]

2. Statements of observers are inclosed herewith.

Rush T. Kelley

RUSH T. KELLEY
Captain, USAF
For CHARLES E. TAYLOR,
Major, USAF
Station Weather Officer

2 Incls.
1. Staff Sgt. J. E. Doby
2. Staff Sgt. E. E. Mantag

SECRET

STATEMENT

9 December 1948

I, Eugene E. Montag, AF 16206706, Sergeant, USAF, am a Weather Observer assigned to the 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, and do hereby make the following statement to Capt. Hugh F. Kelley, Assistant Base Weather Officer, Chanute AFB:

On 8 December 1948 at approximately 1846 hours, I was walking with Sgt. James E. Doty, also of the 16th Weather Squadron, towards the Base Weather Station when I noticed what appeared to be a sky rocket or meteor. This object was heading upwards about a 15 degree angle, moving from the north east to the south south west. The object was white in color, very bright and moved about two to three tenths of the sky and then disappeared.

This object did not appear to me to be a falling star.

I immediately went to the Duty Forecaster at the Base Weather Station and reported seeing this.

Eugene E. Montag
EUGENE E. MONTAG
AF 16206706
Sergeant, USAF

T 8990
216

STATEMENT

9 December 1948

I, James E. Doty, Sergeant, USAF, AF 17171664, Weather Observer, 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, do hereby make the following statement to Captain Hugh T. Kelley, Assistant Base Weather Officer.

On 8 December 1948 at approximately 1846 hours, I was walking with Sgt. Eugene H. Montag towards the Base Weather Station when I happened to look up at the sky and notice what appeared to be either a sky rocket or meteor. I tapped Sgt. Montag on the arm and called his attention to it.

The object did not appear to be a star because it was three or four times as large as a star and it seemed to be closer to us than a star would be. It was heading from the north east toward the south south west and was moving upwards at about 15 or 20 degree angle. As it moved it seemed to get larger, and it was leaving a trail. In about two or three seconds it disappeared. The object was round, white and moved very [redacted]

We went into the Weather Station and reported this to the Duty Forecaster whose name is M Sgt. Robert E. Fillman.

James E. Doty
JAMES E. DOTY
Sergeant, USAF
AF 17171664

Incl 21

85551

SECRET

DETACHMENT NO. 1
16th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

5/F/a

9 December 1948

SUBJECT: Reporting of Information on "Flying Discs"

TO: Commanding General
[redacted]
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: TSDIN

1. In compliance with 2102D Air Weather Group TWX 464 dated 19 November 1948 and letter, Headquarters, United States Air Force, subject as above, 6 February 1948, the following report is submitted:

a. Chanute Air Force Base, Illinois, 090062.
b. High scattered clouds, visibility ten miles.
c. Sgt. James E. Doty and Sgt. Eugene E. Montag, Weather Observers, Det 16/11, 16th Weather Squadron, Chanute AFB, Illinois.
d. Photographs of objects - none available.
e. Sketches of objects - None available.
f. Object sighted:
(1) One
(2) Round
(3) Undetermined size
(4) Bright white color
(5) Too bright of distant sky within two to three seconds.
(6) Heading from north east toward south south west.
(7) Undetermined maneuverability.
(8) Undetermined altitude.
(9) No sound
(10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving upward fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

T 85551

No file #
Subj: EDIOPD

9 Dec 45

2. Statements of observers are inclosed herewith.

Hugh T. Kelley

HUGH T. KELLEY
Captain, USAF
for CHARLES E. TAYLOR,
Major, USAF
Station Weather Officer

2 Incls.
1. Staff Sgt. J. S. Doty
2. Staff Sgt. S. E. Montag

STATEMENT

9 December 1948

I, Eugene E. Montag, AF 16206705, Sergeant, USAF, am a Weather Observer assigned to the 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, and do hereby make the following statement to Capt. Bush T. Kelley, Assistant Base Weather Officer, Chanute AFB:

On 8 December 1948 at approximately 1646 hours, I was walking with Sgt. James E. Doty, also of the 16th Weather Squadron, towards the Base Weather Station when I noticed what appeared to be a sky rocket or meteor. This object was heading upwards about a 15 degree angle, moving from the north east to the south south west. The object was white in color, very bright and moved about two to three tenths of the sky and then disappeared.

This object did not appear to me to be a falling star.

I immediately went to the Duty Forecaster at the Base Weather Station and reported seeing this.

Eugene E. Montag
EUGENE E. MONTAG
AF 16206705
Sergeant, USAF

OFFICIAL

T 83551

2/6

STATEMENT

9 December 1945

I, James E. Doty, Sergeant, USAF, AF 17171864, Weather Observer, 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, do hereby make the following statement to Captain Hugh T. Kelley, Assistant Base Weather Officer.

On 8 December 1945 at approximately 1546 hours, I was walking with Sgt. Eugene E. Montag towards the Base Weather Station when I happened to look up at the sky and notice what appeared to be either a sky rocket or meteor. I tapped Sgt. Montag on the arm and called his attention to it.

The object did not appear to be a star because it was three or four times as large as a star and it seemed to be closer to us than a star would be. It was heading from the north east toward the south south west and was moving upwards at about 15 or 20 degree angle. As it moved it seemed to get larger, and it was leaving a trail. In about two or three seconds it disappeared. The object was round, white and moved very fast.

We went into the Weather Station and reported this to the Duty Forecaster whose name is M Sgt. Robert W. Fillman.

James E. Doty
JAMES E. DOTY
Sergeant, USAF
AF 17171864

T 80051
2/2

2059AWW INSP 360 1st/W Ind

HEADQUARTERS, 2059TH AIR WEATHER WING, Tinker AFB, Oklahoma City, Oklahoma

TO: Commanding General, Air Material Command, Wright-Patterson AFB, Dayton, Ohio
ATTN: TSDIN

Basic correspondence received in this headquarters by error.

FOR THE COMMANDING OFFICER:

1 Incl
complete file

HENRY W KINMAN
1st Lt, USAF
Asst Adjutant

SECRET

216

SECRET

HEADQUARTERS NO. 1
16th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

S/E/a

9 December 1948

SUBJECT: Reporting of Information on "Flying Discs"

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: TSDIE

1. In compliance with 21028 Air Weather Group TWX 964 dated 19 November 1948 and letter, Headquarters, United States Air Force, subject as above, 6 February 1948, the following report is submitted:

a. Chanute Air Force Base, Illinois, 090046Z.
b. High scattered clouds, visibility ten miles.
c. Sgt. James E. Doty and Sgt. Eugene E. Montag, Weather Observers, Det 16/11, 16th Weather Squadron, Chanute AFB, Illinois.
d. Photographs of objects - none available.
e. Sketches of objects - None available.
f. Object sighted:
(1) One
(2) Round
(3) Undetermined size
(4) Bright white color
(5) Two tenths of distant sky within two to three seconds.
(6) Heading from north east toward south south west.
(7) Undetermined maneuverability.
(8) Undetermined altitude.
(9) No sound
(10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving upward fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

2/6

0-177
Roll-1-333

SECRET

To file #
Subj: [illegible]

9 Dec 48

2. Statements of observers are inclosed herewith.

2 Incls.
1. Staff Sgt. J. E. Doty
2. Staff Sgt. E. E. Keating

For [illegible] F. KELLEY
Captain, USAF
CHARLES T. [illegible],
Major, USAF
Station Weather Officer

Distribution:

3 - CO, ARDC Wright-Patterson AFB
1 - Hq, USAF
1 - CO, MATS
2 - CO, Det Wx Sq, Tinker AFB
1 - CO, 2102d Wx Sq, Kirtland AFB
1 - CO, 16th Wx Sq, Scott AFB

SECRET

AIC
6-100
Ruw-I-333

STATEMENT

9 December 1948

I, James E. Doty, Sergeant, USAF, AF 17171864, Weather Observer, 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois do hereby make the following statement to Captain Rush T. Kelley, Assistant Base Weather Officer.

On 8 December 1948 at approximately 1846 hours, I was walking with Sgt. Eugene E. Montag towards the Base Weather Station when I happened to look up at the sky and notice what appeared to be either a sky rocket or meteor. I tapped Sgt. Montag on the arm and called his attention to it.

The object did not appear to be a star because it was three or four times as large as a star and it seemed to be closer to us than a star would be. It was heading from the north east toward the south south west and was moving upwards at about 15 or 20 degree angle. As it moved it seemed to get larger, and it was leaving a trail. In about two or three seconds it disappeared. The object was round, white and moved very fast.

We went into the Weather Station and reported this to the Duty Forecaster whose name is M Sgt. Robert W. Fillman.

James E. Doty
JAMES E. DOTY
Sergeant, USAF
AF 17171864

SECRET

216

6-100
NWW-E-333

STATEMENT

9 December 1948

I, Eugene E. Montag, AF 16208708, Sergeant, USAF, as a Weather Observer assigned to the 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, and do hereby make the following statement to Capt. Rush T. Kelley, Assistant Base Weather Officer, Chanute AFB:

On 8 December 1948 at approximately 1846 hours, I was walking with Sgt. James E. Doty, also of the 16th Weather Squadron, towards the Base Weather Station when I noticed what appeared to be a sky rocket or meteor. This object was heading upwards about a 15 degree angle, moving from the north east to the south south west. The object was white in color, very bright and moved about two to three tenths of the sky and then disappeared.

This object did not appear to me to be a falling star.

I immediately went to the Duty Forecaster at the Base Weather Station and reported seeing this.

Eugene E. Montag
EUGENE E. MONTAG
AF 16208708
Sergeant, USAF

SECRET

214

6-100
AWW-I-332

Incident: 216

From Detachment 16/11, 16 Wea Sq to MCIAXO-3, ANC

Info 2102 Air Weat Gp, 16 Wea Sq.

In compliance with command instructions, the following report of sighting unusual aerial object is submitted:

a. Chanute AF Base, ~~000-0900462~~ or 8 Dec 48 at 1546

b. High scattered clouds, visibility 10 miles.

c. Sgt James E Doty, Sgt Eugene E. Montag, weather observers, this detachment.

d. Negative.

e. Negative

f. (1) 1

(2) round

(3) Undetermined

(4) bright white

(5) 2/10ths of distant sky within 2 to 3 seconds.

(6) From NE toward SSW.

(7) Undetermined

(8) Undetermined

(9) Negative

(10) Undetermined

g. Object sighted to Northeast moving to South Southwest resembling skyrocket or meteor but moving upward 15°. Object 35° above horizon. Traversed 35° within 3 seconds and disappeared.

CLASSIFIED MESSAGE

SECRET

CLASSIFIED MESSAGE

INCOMING MESSAGE

SECRET correspondence
per paragraph 51 c and 60a (4), AR 380-5

08:18

HH 091002Z

OPERATIONAL PRIORITY

FROM CHANUTE AFB RONTOU ILL

TO WRIGHT-PAT AFB

INFO MITCHEL AFB HEMSTEAD LI NY

TECH DIV AIR TRNG COMD SCOTT AFB ILL

OPERATIONAL PRIORITY

FROM DETACHMENT ONE SIX SLASH ONE ONE CMA ONE SIX WEATHER SQDN PD TO MIKE CHARLIE ITEM ABLE XRAY OBOE DASH THREE AMC

INFO TWO ONE ZERO TWO AIR WEATHER GP CMA ONE SIX WEATHER SQDN PD

IN COMPLIANCE WITH COMMAND INSTRUCTIONS THE FOLLOWING REPORT OF SIGHTING UNUSUAL AERIAL OBJECT IS SUBMITTED CLN ABLE PD CHANUTE AFB CMA ZERO NINE ZERO ZERO FOUR SIX ZEBRA PD HIGH SCATTERED CLOUDS CMA VISIBILITY ONE ZERO MILES PD CHARLIE PD SGT JAMES EASY DOTY CMA SGT EUGENE EASY MONTAG CMA WEATHER OBSERVERS CMA THIS DETACHMENT PD DOG PD NEGATIVE PD EASY PD NEGATIVE PD FOX PD SUB ONE PD ONE PD SUB TWO PD ROUND PD SUB THREE PD UNDETERMINED PD SUB

SECRET MH 091020Z PNR 2800E

Incl #26

MCAG Form No. 228 (Rev 25 Oct 48) This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2

WH-15 NOV 48 10M

CLASSIFIED MESSAGE

SECRET

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

SECRET

INCOMING MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

[illegible] PD BRIGHT WHITE PD SUB FIVE PD TWO [illegible]

WITHIN TWO TO THREE SECONDS PD SUB [illegible]

TOWARD SOUTH SOUTH WEST PD SUB SEVEN PD [illegible]

PD UNDETERMINED PD SUB NINE PD [illegible] PD SUB ONE ZERO PD

UNDETERMINED PD PAN SECRET PD OBJECT [illegible]

[illegible] SOUTH WEST [illegible] OBJECT [illegible]

[illegible] FIVE DEGREES PD OBJECT [illegible]

[illegible] TRAVERSED THREE FIVE DEGREES [illegible]

D APPEARED

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

INCLD #216

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

MCAO Form No. 228 (Rev 25 Oct 43)

WFL-16 NOV 48 10M

CLASSIFIED MESSAGE

SECRET

CLASSIFIED MESSAGE

Incident # 216

Incident # 216

Incident # 217

5.

INCIDENT SUMMARY SHEET

Incident No. 217

1. Date and Time of Observation: 9 Dec 48 at 15:20 (Zonal by 24 hr clock)

2. Where Sighted: 8 to 12 miles SE of Pittsburgh on heading of 300°

3. Observer's Position: Air on a heading of 300°
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Col J. K. Brown & Capt R. G. Mulling
Guided Missile Group, DCS/C Hq, USAF, Washington
Instrument Flight Group

5. Occupation and/or hobbies: Pilot and co-pilot

6. Attention Attracted by: Capt Mulling called attention of Col Brown to the object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Appeared slightly smaller than a quarter on windshield of aircraft

9. Color of Object(s): chalky white but not shiny

10. Shape (Sketch if Possible) appeared perfectly round

11. Nature of Luminosity: Was observed to shimmer - possibly due to
(directed beam of light?) extreme speed and to distortion of light waves

12. Altitude of Object: Undetermined - 12 to 16,000 feet
(estimated)

13. Estimated Distance of Object from Observer: Unknown - thought to be 4 to 5 miles when first sighted.

14. Estimated Speed of Object: Unknown, but evidently very fast as during the 7 minutes of the sighting it moved from 60° above horizon in a straight line to 10° (time of disappearance)

15. Time in Sight: 7 minutes

16. Tactics: Moved in straight line - horizontal flight

17. Sound Made by Object(s): Could not be determined

18. Direction of Flight of Object(s) On a course of 270°

19. Apparent Construction: Undetermined

20. Effect on Clouds: N/S

21. Exhaust Trail Color of): A slight shimmer was observed - could have been exhaust

22. Manner of Disappearance: Last seen 10° above horizon - became too small to see

23. Weather Conditions at Time of Sighting: Alto-stratus clouds around Akron

24. Peculiarities Noted: A jittery motion or horizontal shimmer was noticeable at all times

25. Summary of Incident: (over)
(See attached page)

Incident: 217

On 9 December while on flight from Washington, D. C. to Patterson Field, shortly after leaving Pittsburgh range some 8 to 12 miles southeast of Pittsburgh Capt Mulling asked Col Brown if he were interested in seeing a flying disc? Col Brown removed his flight goggles, took a quick look and said "Looks like a balloon to me" Capt Mulling didn't agree since the object evinced a very definite movement and was proceeding in a southwest direction at a pretty fair rate of speed. Col Brown then decided to watch the object again. The object appeared perfectly round and of a chalky white color but did not appear shiny. It was whiter than the clouds and was seen against a background of strips of blue sky alternating with strips of thin broken stratus. It was much whiter than the clouds. It appeared to be traveling fairly rapidly through or above the clouds disappearing behind them and then reappearing but always pursuing a straight course. When first sighted it appeared at 60° above horizon and seemed from the observer's viewpoint to be about the size of a quarter - thought to be about 4 to 5 miles in front of the C-45 A horizontal shimmer or jittery motion was noticable at all times. The C-45 was pursuing a course of 300° and then changed to 270° with the object almost parallel on a course of 250°. The C-45 was cruising at 180 MPH at 6,000 feet. The object appeared to be 12 to 16,000 feet and was above clouds. Object last seen at about 70° above the horizon and was about the size of a beebee shot.

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. Date of sighting
   9 December 1948
2. Time of sighting
   (Zonal by 24 hr clock)
   16:20
3. Where sighted:
   I was on the southeast leg of the Pittsburgh range on a heading of 300 degrees.
   a. Ground
      (1) City, town
         8 to 12 miles from Pittsburgh
      (2) Distance and direction from city or town road, intersections, etc.
      (3) From building (story), yard, etc.
      (4) Map coordinates (if feasible) showing latitude and longitude
   b. Air
      (1) Type aircraft, speed, altitude, direction of flight
         C-46; 160 mph indicated at 6000 ft; 300 degrees magnetic
      (2) Distance & direction from city, town or known landmark.
         8 to 12 miles southeast of Pittsburgh
      (3) Clock position of object from observer's aircraft
         On initial sighting: one o'clock
      (4) Latitude and longitude
   c. Sea
      (1) Latitude and longitude
      (2) Proximity to land
         (Name city, country, etc)
4. Number of objects
   One
   a. Formation type (if any)
      (sketch if possible)
5. Distance of object from observer

Unknown, except that during sighting object disappeared behind a cloud which was determined to be over Akron and at an altitude of from 12,000 to 16,000 feet. At this time aircraft was over Pittsburgh.

5. (Cont'd)

a. Laterally or horizontally

b. Angle of elevation from horizon
60 degrees when first seen

c. Altitude

6. Time in sight
Approximately 7 minutes

7. Appearance of object
Round

a. Color
Dead white, like chalk

b. Shape
(sketch if possible)

c. Apparent construction (translucent)
No details visible

d. Size

(1) Estimated size

(2) Size as it appeared from observer's view
(Compared to known object)
Slightly smaller than quarter on windshield of aircraft

8. Direction of flight
Crossing our course at a small angle; when we turned to heading of 270 degrees, object moved practically parallel to our flight path.

9. Tactics or maneuvers

a. Vertical ascent or descent, horizontal, oscillating, fluttering evasive, aggressive, erratic, etc.
Moved in straight line.

10. Evidence of exhaust
Object appeared to shimmy or dance to a small degree from side to side (horizontal plane only).

a. Color of smoke

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound?
(spurts)

11. Effect on clouds

a. Opened path thru clouds
One cloud behind which object disappeared seemed to change from long narrow stratus type to a series of small strips oblique to the original line of the cloud.

b. Formed cloud or mists

11. (Cont'd)

c. Reflected on cloud
No

d. Shown thru cloud
No

12. Lights
None apparent

a. Reflected or attached

b. Luminous

c. Blinked on and off in relation to speed

13. Support
No details visible

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion

a. Propeller or jet

b. Rotor

c. Aerodynamic wings (flapping or oscillating)
(Katzmayer effect)

d. Visible exhaust or jet openings

15. Control and stability
Appeared very stable -followed a straight path as nearly as could be determined.

a. Fins

b. Stabilizers (Horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts

16. (Cont'd)

a. Slots

b. Duct openings

17. Speed - MPH
Unknown, but evidently very fast as during the seven minutes of the sighting it moved from 60 degrees above the horizon in a straight line to 10 degrees above the horizon at time of disappearance.

18. Sound

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. intermittent

19. Was any radio antenna to be observed, i. e., (any projections or extensions that might presumably be construed as such)

20. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view
Size(apparent) gradually diminished until no longer visible.

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer
Col. John K. Brown Jr.

2. Address
Guided Missile Group, DCS/Operations, Hq. USAF

3. Occupation
Officer USAF

4. Place of business
Pentagon

a. Employer or employee
US Government

5. Hobbies

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.
Senior Pilot, Combat Observer, Bombardier

6. Ability to determine

   a. Color
      Clearly white

   b. Speed of moving objects

   c. Size at distance
      About the size of a small beebee when it disappeared.

7. Reliability of observer

   a. Sources

      (1) Neighbors

      (2) Police Dept

      (3) FBI records

      (4) Employer

8. Notes relative to observer on

   a. Sightings in general

   b. How attention was drawn to object(s)
      Copilot called my attention to object.

      (1) sound

      (2) motion

      (3) glint of light

9. Witnesses
   Capt. Eugene G. Mulling

   a. Addresses
      Guided Missile Group, DCS/Operations, Hq. USAF

   b. Occupation
      Officer, USAF

   c. Reliability
      Excellent

10. Comments of interrogator re intelligence and character of person interrogated.

Relative to Radar Sightings

1. Radars now operating on ground

1. (Cont'd)

   a. Observations of range, speed, altitude and size of target

   b. Does target execute any turns? If so, what angle (180°), etc, and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?
      Followed straight path.

   c. Note particularly any separation of distant target into several targets upon approach. Track all if possible.

2. If airbourne, when object was sighted.

   a. Were there any radar indications or extra noise on radio circuits

   b. Give estimates of size, speed, maneuvers, etc.

GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time
   (Check Canadian activity if close to that border)

4. Possible release of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purposes of making comparison of soils.

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radioactivity, make comparisons with other unaffected aircraft objects, etc.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of

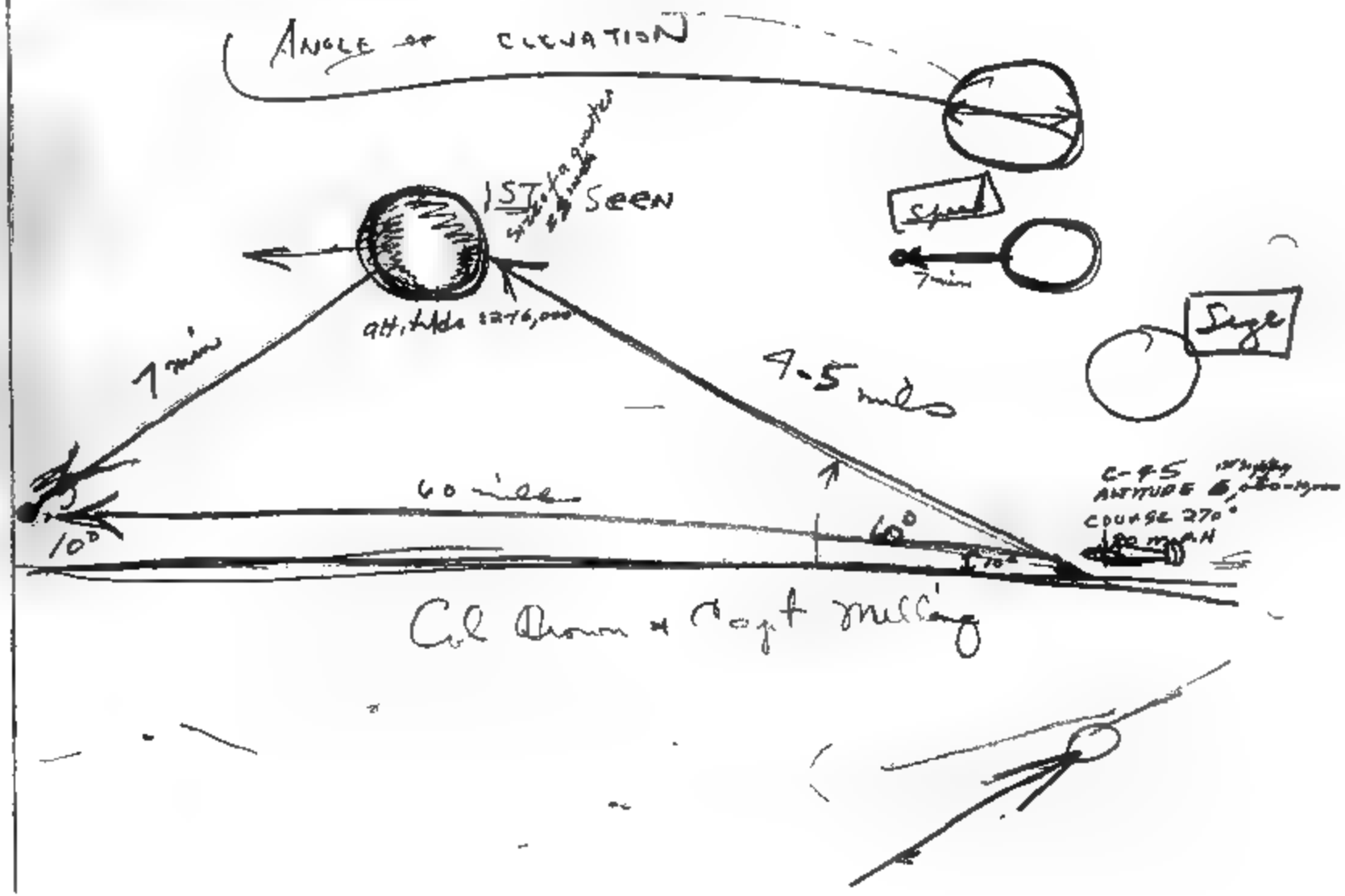
   a. Object
   b. Surrounding terrain where object was observed
   c. Place where object contacted earth (if this happened)
   d. Maneuvers
   e. Formation (if more than two)

8. Secure signed statement

9. Obtain fragments or physical evidence where possible.

John K Brown Jr.

John K Brown Jr.
Col. USAF
DOS/O, HQ, USAF


ANGLE OF ELEVATION
157 SEEN
Speed
Sage
7 miles
4.5 miles
60 miles
10°
60°
C-45
COURSE 270°
Col Brown & Capt Mulling

BASE WEATHER STATION
WRIGHT-PATTERSON AFB
FAIRFIELD,OHIO

10 DECEMBER 1948

HOURLY SEQUENCE REPORTS FOR THE STATIONS,TIMES AS INDICATED 9 DECEMBER 1948 .

1430EST 9 DECEMBER 1948

CLE -⊗/8 210/32/21→/13/009
TOL -⊗/7 213/35/22→/8/012/FEW CU
DAY -⊗/7 213/34/19↘6/011/BINOVC LAGOM
CMH -⊗/7 213/36/19↓↘4/012
AKR ⊗/5HK →6/009
PIT -⊗/1/2K 200/32/21↑↖4/007

1530EST 9 DECEMBER 1948

CLE -⊗/8 210/33/19→7/010
TOL -⊗/7 217/35/22→/9/012
DAY ⊗/7 213/35/20↓↘6/011 LAGOM
CMH -⊗/8 213/37/22↘5/013
AKR -⊗/5K →/6/009
PIT ⊗/1K 200/34/21↑↖3/007

WINDS ALOFT FROM PB30 092320Z
AKR CAK 21 02604 22709 2810 43011 3013 63015 2917 62919 2821 02721 22528 42434 62438 82435
PIT 21 03002 22904 3005 43207 3017 62916 2816 82817 2615 02616 22434 42342

JOHN F. WALL
MAJOR USAF
STATION WEATHER OFFICER

Incident # 217

Incident # 216

INCLOSURE NO. 215

1. Date of Observation 11 December 19[illegible] Date of Interview _____
2. Exact time (local) 2245
3. Place of Observation 40 miles NW of Martinsburg, West Va
4. Position of observer From aircraft on 125° heading at 9,500 ft Speed: 150 MPH
5. What attracted attention to object(s) -
6. Number of objects 1
7. Apparent size Undetermined
8. Color of object Changing - red to blue to red
9. Shape similar to parachute flare
10. Altitude 10,000 - 11,000 ft
11. Direction from observer
12. Distance from observer 20 miles to front of aircraft - accelerally
13. Direction of flight of object(s) Appeared to be stationary
14. Time in sight 1 minute
15. Speed - appeared stationary
16. Sound and odor Unknown
17. Trail None
18. Luminosity Object appeared as a brilliant flare in the sky
19. Projections
20. Maneuvers
21. Manner of disappearance Similar to a flare burning out
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions 7 mile visibility - clear sky in Martinsburg area

(over)

Incident: 215

Name and address of observer: Capt O. N. Legg, Hq Air Rescue Service Ft Bragg, N. C.

Occupation and hobbies: USAF

Comments of Interrogator relative to intelligence and character of observer(s): No opinion

[illegible]: Object sighted some 40 miles northwest of Martinsburg, West Va., by pilot of AF 5952 and crew. A brilliant red flare was sighted at an altitude of approximately 10,000 to 11,000 feet. It appeared to be 20 miles in front of the aircraft which was on a heading of 125°. The shape appeared similar to a parachute flare. The color was variable changing to red to blue to red. The flare appeared to be stationary. No sound was heard and no exhaust trail noticed. No opinion was formed by any member of the crew as to the identity of the object. The flare lasted approximately 1 minute.

Witnesses: Capt H. H. Cassidy
Headquarters, Air Rescue Service
Washington 25, D. C.

S/Sgt T. P. Turner
Air Rescue Service
Fort Bragg, N. C.

Hq MAAA Form No. 10-220
(Rev. 21 Apr. 48)

OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
MIDDLETOWN, PENNSYLVANIA
Operating Location 33-6

MDT 000.9

PER/bem
12 December 1948

SUBJECT: Unidentified Flying Objects

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

ATTN: MCIAIO-6

1. In compliance with FS Regulation 200-4 dated 2 November 1948 and letter, Headquarters, USAF., Subject: "Reporting of Information on 'Flying Discs,'", dated 6 February 1948 the following information is submitted:

ESSENTIAL ELEMENTS OF INFORMATION

1. Date of Sighting: 11 December 1948

2. Time of sighting: 2040E

3. Where sighted: See Paragraph 3b (2)

a. Ground

Not applicable

b. Air

(1) Type aircraft, speed, altitude, direction of flight.

0-47F 180 9500 ft 125 Degrees

(2) Distance & Direction from City, town or known landmark:

40 miles northwest of Martinsburg, West Virginia

(3) Clock Position of object from observer's aircraft:

12 o'clock, approximately 20 miles in front of aircraft

(4) Latitude and longitude: Approximately 39°52'N 78°20'W

2 of 8

[redacted]
Subj: Unidentified Flying Objects

e. Sun

Not applicable

4. Number of objects: One (1)

a. Formation type: No formation

5. Distance of object from observer: Twenty miles in front of aircraft.

a. Laterally or horizontally: Laterally

b. Angle of elevation from horizon: 5 degrees

c. Altitude: 10,000 - 11,000 feet

6. Time in sight: one (1) minute

7. Appearance of object:

a. Color: Red to Blue to Red

b. Shape: Resembled to parachute flare

c. Apparent construction: No opinion

d. Size: undetermined

8. Direction of flight: Appeared to be stationary

9. Tactics or maneuvers: None

10. Evidence of exhaust: None

a. Color of smoke: None

b. Length and width: None

c. Odor: Unknown

d. Rate of evaporation: Unknown

e. Does trail vary with sound: None

11. Effect on clouds: No clouds - unlimited ceiling

12. Lights: Object appeared as a brilliant flare in the sky.

13. Support: Not visible

14. Propulsion: Object appeared to be stationary.

a. Propeller or jet: Unknown

b. Rotor: Unknown

c. Aerodynamic vanes: Unknown

d. Visible exhaust or jet openings: None visible

15. Control and stability: Unknown

a. Fins: None visible

b. Stabilizers: Unknown

(1) Size: Unknown

(2) Shape: Unknown

(3) Location: Unknown

16. Air Ducts: Unknown

a. Slots: Unknown

b. Duct openings: Unknown

17. Speed - MPH: Appeared to be stationary

18. Sound: Unknown

19. Was any radio antenna to be observed: None observed

20. Manner of disappearance: Similar to a flare burning out

a. Explode

(1) Possibility of fragments: Unknown

(2) Other Physical evidence: Unknown

b. Faded from view: Yes

c. Disappeared behind obstacle: No

RELATIVE TO THE OBSERVER

1. Name of Observer: Capt C. M. Legg

MST 000.9
SUBJ: Unidentified Flying Objects, 13 December 1948

2. Headquarters, Air Rescue Service

3. Occupation: USAF

4. Place of Business: USAF

5. Hobbies: Not applicable

6. Ability to determine: Unknown

7. Reliability of observer: No opinion

8. Notes relative to observer on

a. Sightings in general: None

b. How attention was drawn to objects: Directly in Flight Path

(1) Sound: Unknown

(2) Motion: Stationary

(3) Glint of light: Brilliant

9. Witnesses:

a. Capt R. H. Cassidy
Headquarters, Air Rescue Service
Washington 25, D. C.

b. S/Sgt T.F. Turner
Air Rescue Service
Fort Bragg, N. C.

10. Comments of interrogator re intelligence and character of person interrogated: No opinion

RELATIVE TO RADAR SIGHTINGS

1. Be radars now operating on ground: No radar sighting

2. Be airborne, when object was sighted: Not applicable

GENERAL

1. Teletype sequence of local weather conditions:

Clear sky - 7 miles visibility

2. Winds aloft reports: Not given

SUBJ: Unidentified Flying objects: 13 December 1948

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time: Unknown.

4. Possibility releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other: Unknown.

5. If object contacted earth, obtain soil sampled within and without depression or spot where object landed for purposes of making comparison of soils: Unknown.

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects: Unknown.

7. Obtain photographs: None

8. Not obtained.

9. Obtain fragments or physical evidence where possible: None

Joseph L. McNeil
JOSEPH L. MC NEIL
Lt. Col., USAF
Commanding

DISTRIBUTION:

c/o to Ch of Staff, Hq USAF
Commander, MATS
CO, FE

12-314

URGENT

Col. Clingman contacted 110345 to call tomorrow. JH OD #2

DY 60 V MDTK 473 NR 1 00

FROM OLMSTED FLIGHT SERVICE CENTER MIDDLETOWN PA 11026132

MCI

TO CG ARC WRIGHT PATTERSON AF BASE DAYTON OHIO ATTN TSDIR

INFO CHIEF STAFF USAF WASHINGTON 25 DC ATTN DIR INTELLIGENCE

INFO CMDR MATS WASHINGTON 25 DC ATTN A2

INFO CO FLIGHT SERVICE WASHINGTON 25 DC ATTN A2

220

/RESTRICTED/

SUBJECT UNIDENTIFIED FLYING OBJECT

1. REF LETTER HQ USAF SUBJECT REPORTING OF INFORMATION ON FLYING DISCS DATED 6 FEB 1948 AND FSC REG 200-4 THE FOLLOWING INFORMATION IS REPORTED AS RECIEVED FROM THE PILOT OF AF5952

A. LOCATION AND TIME OF SIGHTING

FORTY MILES NORTHWEST OF MARTINSBURG WEST VA PILOT OF AF5952 REPORTED A BRILLIANT RED FLARE IN SKY AT AN ALTITUDE OF APPROX 10000-11000 FEET ACFT WAS ON HEADING OF 125 DEGREES WHEN OBJECT WAS SIGHTED OBJECT APPEARED TO BE 20 MILES IN FRONT OF ACFT TIME SIGHTED 2245E

B. WEATHER AT TIME OF SIGHTING

WEATHER IN MARTINSBURG AREA REPORTED AS CLEAR SKY 7 MILES VISIBILITY

C. NAMES OCCUPATIONS AND ADDRESSES OF WITNESSES

CAPT O M LEGG HQ AIR RESCUE SERV PILOT

CAPT R H CASSIDY HQ AIR RESCUE SRVC CO PILOT

S/SGT T P TURNER AIR RESCUE SRVC FORT BRAGG NC ENGINEER

D. PHOTOS OF OBJECT NONE

E. SKETCHES OF OBJECTS CONFIGURATION NONE

F. OBJECTS SIGHTED

1. NUMBER ONE // 2. SHAPE APPEARED TO BE SIMULAR TO PARACHUTE FLARE

FLARE // E NOT DETERMINED // SIZE NOT DETERMINED

4. COLOR CHGED FROM RED TO BLUE TO RED // 5. SPEED APPRD TO BE STATIONARY // 6. HEADING SEE 5 // 7. MANUVERABILITY SEE 5 // 8. ALTITUDE APPROX TEN TO ELEVEN THOUSAND FEET // 9. SOUND NONE HEARD 10. EXAUST TRAIL NONE NOTICED

G. GENERAL RMKS FLARE LASTED APPROX ONE 1 MINUTE AND ALL WITNESSES MENTIONED PAR C CONCURRED AS TO COLOR POSN ALTITUDE AND ENDURANCE NO OPINION FORMED BY ANY MEMBER OF CREW AS TO IDENTITY OF OBJECT SND COL MCNEIL

/RESTRICTED/

Received one copy
WR Chapman
Col USAF
MCIA
67120

Incident # 216

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 219

1. Date of Observation . 29 Nov 48 . . . .
2. Time of Observation . 8:00 P.M. . . . .
3. Where was Object(s) Sighted . . Newburgh, N.Y. . . . . .
4. Observer's Position . . ground, 1st & Concord St, Newburgh, N. Y. . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . . Doris Croke, age 14, 325 First St., Newburgh . . . & two young friends. . . . . .
6. Occupation and/or Hobbies . ninth grade student at N. Junior High School . . . . . .
7. Attention Attracted to Object (s) By . . N/S . . . . . .
8. Number of Object(s) Sighted . . 1 . . . . . .
9. Size of Object(s) . . . "large as life", "large red ball" . . . . . .
10. Color of Object(s) . red . . . . . .
11. Shape (Sketch if Possible) . ball . . . . . .
12. Nature of Luminosity . . Ball of Fire . . . . . .
13. Estimated Distance of Object from Observer . . N/S . . . . . .
14. Speed of Object(s) . . N/S - but extremely fast . . . .
15. Time in Sight . . . 2 seconds . . . . . .
16. Tactics . . horizontal flight - went below horizon . . . . . .
17. Sound Made by Object(s) . . N/S . . . . . .
18. Direction of Flight of Object(s) . . East to West . . . . . .
19. Apparent Construction (Of What Material or Substance) . . . Fire" . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . . long tail . . . . . .
. . Witness thought she saw a blue-tailed comet . . . . . .
21. Weather Conditions Existing at the Time . N/S . . . . . .
22. Peculiarities Noted . . . . Thought it seemed unusual for a shooting star . . . .
23. Summary of Incident . . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 219

Doris Croke, age 14, a ninth grade student at North Junior High, Newburgh, N. Y., reported that on the night of 29 November 1948 at precisely 8:00 while standing with two young friends on the corner of Concord St & 1st Street, that she observed a ball of fire with a long tail in the north of the sky. Course of the object was from east to west. It was visible for two seconds and then went below the horizon. She stated that while she had seen many shooting stars that she had never seen anything like this. She also described the astral phenomenon as being a "large red ball speeding thru the heavens." She was convinced that she had seen a blue-tailed comet.

HEADQUARTERS
UNITED STATES MILITARY ACADEMY
WEST POINT, NEW YORK

MAGO 452.1-A

/lbf
2 December 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
First Army
Governors Island, New York 4, N.Y.

1. Reference Department of the Army letter CSGID 452.1 dated 1 November, subject as above, and your 1st Indorsement thereto dated 9 November 1948.

2. The inclosed clipping from the 30 November 1948 issue of the Newburgh News, Newburgh, N. Y., is forwarded for your information.

FOR THE SUPERINTENDENT:

R. S. MOURSE
Colonel, AGD
Adjutant General

1 Incl
Newspaper clipping

AHFKB-EV
MAGO 452.1-A

1st Ind.

GBC/smcg

Headquarters First Army, Office of the AC of S, G-2, Governors Island, NY 4, NY 6 Dec 48.

TO: COMMANDING GENERAL, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTN: MCI.

1. Forwarded.

2. Please pass to Director of Intelligence, GS, USA, Wash., 25 D. C., Attn: U. S. Branch.

FOR THE AC OF S, G-2:

WELLINGTON GROVER
Lt. Colonel, GSC
Chief, Evaluation Division

1 Incl: n/c

214

City Girl Sees Sky Phenomenon

"Look!"

Doris Croke, 14, of 225 First St said just that last night at precisely 8 o'clock and she really meant it. Doris said today she was convinced she saw a blue tailed comet.

A ninth grade student at North Junior High School, Doris said she was with two young friends standing on the corner of Concord St. and First St. when she looked into the north and saw "a ball of fire with a long tail." It lasted for two seconds, shooting from east to west and going below the horizon. It was as large as life. I have seen shooting stars before but nothing like this."

Doris also declared the astral phenomenon was a large red ball speeding through the heavens. She said her two friends also saw the "comet" and that a Gardnertown girl friend said she, too, had seen it about 8 o'clock."

INCIDENT SUMMARY SHEET

Incident No. 220

1. Date and Time of Observation: 29 Nov 1948 2113

2. Where Sighted: San Francisco, Calif

3. Observer's Position: ground
(i.e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr Robert Thatcher, 1739 38th Ave., San Francisco, Calif

5. Occupation and/or hobbies: Science Teacher Francisco Jr High School

6. Attention Attracted by: yellow light flashing across the sky

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): yellow

10. Shape (Sketch if Possible) N/S "flash of light"

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: "too fast for plane"

15. Time in Sight: 7 seconds

16. Tactics: 1st headed north then turned north-northwest

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) North Northwest

19. Apparent Construction: flash of light

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S - just flash of light was observed

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Extreme speed - too fast for plane but did not think it was a comet or shooting star

25. Summary of Incident:
(See attached page)

Incident: 220

Mr Robert Thatcher, an AF Veteran, now a Science teacher at the Francisco Jr High School, called HQ 4th AF to report a yellow light flash across the sky at approximately 2113 hours the night of 29 November 1948. Light was headed due North then turned North-Northwest and disappeared. It lasted for about 7 seconds and appeared to be traveling too fast for a plane. However, it did not appear to be a comet or shooting star.

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SD-081/JW/tm

SD 24-4

16 February 1949

SUBJECT: PROJECT "SIGN"

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAEO-3, Captain B. Snider

Inclosed is Report of Investigation, subject as above, dated 20 January 1949, for your information and any action deemed necessary.

1 Incl
Rpt of Inv dtd 20 Jan 49
(in dup)

H. R. GIBBON
Colonel, USAF
District Commander

CONFIDENTIAL

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CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-6	DATE 20 January 1949
	REPORT MADE BY ARMIN F. HERCLD, JR.	
TITLE PROJECT "SIGN", Special Inquiry	REPORT MADE AT DO #19, Fairfield-Suisun AFB	
	PERIOD 13, 16 January 1949	
	OFFICE OF ORIGIN DO #5, Wright-Patterson AFB	
	STATUS PENDING	

CHARACTER SPECIAL INQUIRY

REFERENCE Ltr fr Dist Comdr, DO #5, Wright-Patterson AFB, File No. SD-24-4, dtd 27 Dec 48, Subject, "Project 'Sign'"

SYNOPSIS

Investigation requested by District Commander, DO #5, Wright-Patterson Air Force Base, Dayton, Ohio. Mr. ROBERT THATCHER saw, while in back yard at 1739 - 38th Avenue, San Francisco, California, at approximately 2115 hours, on 29 November 1948, an unidentifiable glowing object passing from the East to the Northwest at a very great speed, finally disappearing from sight behind a fog bank to the North. Investigation failed to reveal identity of the object or produce other witnesses.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC, Wright-Patterson AFB (Action Copies)	2	Commanding General Air Material Command Wright-Patterson Air Force Base Dayton, Ohio ATTN: Intelligence Department, MCIAIO	
DO #5, Wright-Patterson AFB	2		
OSI, HQ	2		
File	2		

APPROVED

JOHN G. HOPE
Colonel, USAF

DISTRICT COMMANDER

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CONFIDENTIAL

CONFIDENTIAL

OSI File No. 24-6

DETAILS:

1. Investigation requested by District Commander, OO & S, Wright-Patterson Air Force Base, by letter dated 27 December 1948, File No. SD-24-4, Subject, Project Sign, which letter advised that a Mr. ROBERT THATCHER had reported the sighting of an unknown object on the night of 29 November 1948.

AT SAN FRANCISCO, CALIFORNIA

2. On 10 January 1949, Mr. ROBERT THATCHER, 1739 - 30th Avenue, San Francisco, California, was interviewed and stated that he is a teacher in science at the Francisco Junior High School, San Francisco, California. In the course of his instruction it is necessary that he present the students with some basic astronomy, and in connection with this course Mr. THATCHER was studying the constellations on the night of 29 November 1948 while in back yard at 1739 - 30th Avenue, San Francisco, California, as it was an exceptionally clear night. To further aid his study THATCHER was using a pair of 6X binoculars. At 2115 THATCHER sighted a glowing object to the east and heading in a North-Northeasterly direction. Mr. THATCHER emphatically stated that the object did not appear to be either a comet or a meteor, in that the object did not stream fire or light, but was spherical in shape and emitted a steady glow. The only difference that could be observed by THATCHER between the normal sight and sight through the binoculars was that the object appeared brighter. THATCHER followed the object through the binoculars until it passed from view to the North over a low fog bank which was lying over the Golden Gate Bridge. THATCHER stated at no time did he hear any noise that seemed to come from the direction of the object. After the object had disappeared, THATCHER simulated his movements again and stated that the total time that the object was in sight was approximately seven seconds of which three or four seconds were through the binoculars. In THATCHER's opinion, the object was approximately 30 to 40 degrees above the horizon.

3. ROBERT THATCHER was in the Air Force as a Radar and Radio Mechanic and spent time overseas in England. While in England, THATCHER saw German buzz bombs at night and remarked that the object in no way appeared like one of these bombs in that the object emitted a steady glow which was bright yellowish and the buzz bombs seemed to him to emit spasmodically a rosy red flame. THATCHER's only hobby is radio which he has practiced since he was a boy.

4. The writer, through the fact that THATCHER is a science teacher and after speaking with him, believes that THATCHER is above

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DETAILS: (Cont'd)

average intelligence and reliable. THATCHER is near-sighted and wears glasses; however he was not wearing glasses while using the binoculars. THATCHER'S vision with glasses is 20-20.

5. A thorough check of the residents in the vicinity of 1739 36th Avenue, San Francisco, California, failed to reveal any other persons who, on the night of 29 November 1948, saw this unidentifiable light or had seen anything unusual any other night.

6. On the night of 16 January 1949, the writer and Mr. THATCHER attempted to trace the course of the object with the aid of a star map. This attempt met with negative results. Mr. THATCHER could not even give an approximate course.

- PENDING -

CONFIDENTIAL

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DEVELOPED LEADS

DISTRICT OFFICE NO. 19, FAIRCHILD-SUISUN AFB

AT SAN FRANCISCO, CALIFORNIA

1. Will check records of the F.B.I. Field Office, San Francisco, California, for information re informant.

2. Will check Criminal and Subversive Files of the San Francisco, Police Department for information re informant.

3. Will interview fellow employees and acquaintances of THATCHER for information on informant's character, integrity and loyalty.

4. Will conduct additional investigation as outlined on the EEI.

"3-5"

220

CONFIDENTIAL

MA 1 PAO-3

Request for Investigation

5th D - CSI MCIAIO-3 23 Dec 48 1
ATTN: Major Parrell

1. The following, received from Hq. 14th Air Force is quoted for your information:

"2130 Hours, 29 November 1948. Mr. Robert Thatcher, an Air Force Veteran, now a Science teacher at the Francisco Junior High School, called and said that at 2113 hours he observed a yellow light flashing across the sky headed due North, then turning North-Northwest and disappeared. The light lasted about seven seconds and appeared to be traveling too fast for a plane. However, it did not appear to be a comet or shooting star."

Home Address: 1739 - 38th Avenue, San Francisco, Calif. Phone: [illegible]ebright 1-0960.

2. It is requested your office initiate an investigation of this incident using the inclosed EEI form as a guide for the investigating agent. It is particularly desired that information outlined in General section of the EEI be obtained.

3. Interested personnel should be advised to avoid publicity in this matter.

1 Incl
Form EEI

W. R. CUNNINGHAM
Colonel, USAF
Chief, Technical Intelligence Div
Intelligence Department

MMT/ccn
6-5310
B 2SS
P 202F

12-351

C 3

HEADQUARTERS FOURTH AIR FORCE

[redacted]

HAMILTON FIELD, CALIFORNIA

IN REPLY REFER TO:

SUBJECT: Letter of Transmittal

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: TSDIN

1. The inclosed is forwarded for your information and disposition.

FOR THE COMMANDING GENERAL:

DONALD L. SPRINGER
Lt. Colonel, USAF
Director of Intelligence

Incl:
Cy Ltr "Rumor of Light"

cc: CG: CAC
C/S: USAF

200

ADDRESS REPLY TO: COMMANDING GENERAL, FOURTH AIR FORCE

2130 Hours, 29 November 1948.

Mr. Robert Thatcher, an Air Force Veteran, now a Science teacher at the Francisco Junior High School, called and said that at 2113 hours he observed a yellow light flashing across the sky headed due North, then turning North-Northwest and disappeared. The light lasted about seven seconds and appeared to be traveling too fast for a plane. However, it did not appear to be a comet or shooting star.

Home Address: 1739 - 38th Avenue, San Francisco, Calif.
Phone: Seabright 1-0960

INCIDENT SUMMARY SHEET

Incident No. 221

1. Date and Time of Observation:
2. Where Sighted:
3. Observer's Position:
   (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer:
5. Occupation and/or hobbies: Michael Miller
6. Attention Attracted by:
7. Number of Object(s) Seen:
8. Size of Object(s):
9. Color of Object(s):
10. Shape (Sketch if Possible)
11. Nature of Luminosity:
    (directed beam of light?)
12. Altitude of Object:
    (estimated)
13. Estimated Distance of Object from Observer:
14. Estimated Speed of Object:
15. Time in Sight:
16. Tactics:
17. Sound Made by Object(s):
18. Direction of Flight of Object(s)
19. Apparent Construction:
20. Effect on Clouds:
21. Exhaust Trail (Color of):
22. Manner of Disappearance:
23. Weather Conditions at Time of Sighting:
24. Peculiarities Noted:
25. Summary of Incident:
    (See attached page)

Additional Info Received not

TT Conf 193
23 Dec 48

Incident 221

CSAF ITEM 5 / R E S T R I C T E D /

REFERENCE AMC ITEM 4 PM TT 21 DECEMBER, FULL INFORMATION
RELATIVE MIDLAND, MICHIGAN, INCIDENT WILL BE FORWARDED
HQS AMC ATTENTION: PROJECT "SIGN"
END CSAF ITEM 5 / R E S T R I C T E D

ITEM -4 /C O N F I D E N T I A L/
OWNER FROM MCIAXO-3
REF CSAF 4 OF A.M. TELECON 2 DEC 1948.
PROJECT SIGN DOES NOT HAVE DETAILS OF
MIDLAND, MICHIGAN INCIDENT OF 9 JULY 1947.
REQUEST FOR DETAILED REPORT, THE CHEMICAL
ANALYSIS AND OPINIONS OF DR. GREBE OFFICE OF
CHIEF OF CHEMICAL CORPS IS HEREBY MADE.
WILL REQUEST IN THIS FORM SUFFICE?

END ITEM 4

CONFIDENTIAL

221

CONFIDENTIAL Conf no 164 Morn. Telecon 2 Dec 48

CSAF ITEM 4/ C O N F I D E N T I A L

DOES PROJECT QUOTE SIGN UNQUOTE HAVE DETAILS OF UNIDENTIFIED FLYING OBJECT INCIDENT WHICH OCCURRED ON 9 JULY 1947, NEAR MIDLAND, MICHIGAN. THIS INCIDENT INVOLVED OBSERVATION OF A BALL OF WHITE FIRE WHICH WAS FIRST OBSERVED A FOOT OR SO OFF THE GROUND BY A MR R. E. LANE AND HIS WIFE. A CHEMICAL ANALYSIS WAS SUBSEQUENTLY MADE ON THE GROUND AREA AFFECTED AND REVEALED SILVER PELLETS AND ABNORMAL AMOUNT OF MAGNESIUM HYDROXIDE. DETAILED REPORT OF INCIDENT, THE CHEMICAL ANALYSIS AND OPINIONS OF DR GREBE, OFFICE, CHIEF OF CHEMICAL CORPS, HAVE BEEN MADE AVAILABLE TO DAB AND CAN BE FORWARDED UPON INDICATION OF DESIRE FOR THIS MATERIAL FROM HEADQUARTERS AMC.

T-80239-6

CONFIDENTIAL

Doc 201

August 8, 1947

FLYING DISCS

Information was received from the Dow Chemical Company, Midland, Michigan, that on July 10, 1947, one Raymond Edward Lane, an employee of Dow Chemical Company since about 1922, brought some material to their Physics Laboratory. He stated that about 5:15 p.m., July 9, he and his wife, Laura, were walking in a field when they heard a puff noise about one hundred feet away. They turned and saw a ball of white about the size of a bushel basket burning approximately a foot off of the ground. The fire died out immediately and later Lane scooped up a three inch area of fused sand into a can for examination at their laboratory.

Upon interview by FBI Agents, Raymond told substantially the same story, but Mrs. Lane was reluctant to talk and very indefinite about what happened. There were marked discrepancies in their stories.

Dow authorities considered the story fantastic but have examined the material and state contents are: ordinary sand, not radio active, but giving off ammonia gas; a small silver nugget almost pure except for sand mixed in it, not radio active; melted or fused sand which gives off ammonia odor and little droplets of silver melted in sand and some grayish color material which is radio active. The level of radio activity in this material is extremely low. An employee of Dow, formerly employed by the Government at Los Alamos Project, stated the fused sand has some characteristics of Los Alamos sand but he does not believe it is the same.

Raymond Lane is known to have in his possession a small quantity of luminous paint, radio active, to be an amateur photographer and to have a limited knowledge of chemistry and physics. He is described as very peculiar, surly, antagonistic to plant protection officers and interested in photography and electricity. Lane is white, was born May 7, 1902, at Freeland, Michigan. He is 5' 9½", weighs 145 pounds, has dark brown hair, partly bald, served in the U.S. Army from 1918 to 1923. He was arrested for burglary in Midland County, Michigan, in 1934, for which he served a sixty day sentence.

Neither Raymond Lane nor his wife will admit their story is a prank. However, neither are able to point out the exact location of this incident.

The Army Airforce Intelligence at Selfridge Field, Michigan, has been advised and the material has been turned over to them.

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INCIDENT SUMMARY SHEET

Incident No. 223

1. Date and Time of Observation: 23 Nov 1948 at 2220 hours

2. Where Sighted: Furstenfeldbruck, Germany

3. Observer's Position: from ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Capt Hugh Slater, 23rd Fighter Sq
Furstenfeldbruck AF Base, Germany

5. Occupation and/or hobbies: F-80 pilot

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1 possibly 2

8. Size of Object(s): N/S

9. Color of Object(s): like reddish star

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: 27,000 ft to 40,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: from 200 to 500 MPH

15. Time in Sight: N/S

16. Tactics: horizontal flight, climbing and circling

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) southerly direction turning slightly to SW and then SE

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Sky: clear; moon shining; no cloud layers, visibility 3 miles with ground fog. Winds aloft: 56 knots per hour

24. Peculiarities Noted:

25. Summary of Incident: (over)
(See attached page)

Incident: 22

At 2220 hours, local time, 23 Nov 48, Capt Hugh Slater saw an object in the air directly east of Furstenfeldbruck at an unknown altitude. It looked like a reddish star and was moving in a southerly direction across Munich turning slightly to the South-West and then South-East. Speed could have been between 200 and 500 MPH. Actual speed could not be estimated. Capt Slater called Base Operations from his barracks and they notified Racecard DF Station who reported nothing on the scope but stated they would look. Racecard Station then called Base Operations to report an unidentified object 27,000 ft up some 30 miles south of Munich. Later Racecard Station called Capt Slater to report that the object was climbing and was then believed to be at 40,000 ft altitude about 40 miles south of Munich and was circling.

There were no F-80's (Jets) flying on this night.

Capt Slater (an F-80 pilot) is considered completely reliable and the facts stated above were verified by Capt Darwin R. Addis 23rd Fighter Sq (also an F-80 pilot) who was with Capt Slater at the time of the sighting.

SECRET

HEADQUARTERS
36TH FIGHTER WING
FURSTENFELDBRUCK AIR FORCE BASE
Wing Intelligence Office
APO 208, US ARMY

OPS-2/ rd

8 December 1948

SUBJECT: Unidentified Object.

TO : Commanding General
Air Materiel Command
Wright-Patterson AF Base
Wright Field, Ohio
ATTN: MCIAXO-5

1. The following report is submitted from information received by this officer from 1st Lt. ROBERT PALMER, S-2 Officer, 36th Fighter Group (Jet), this station.

a. At 2220 hours, local time, on 23 November 1948, Captain HUGH SLATER, 23rd Fighter Squadron, saw an object in the air directly east of FURSTENFELDBRUCK (M 49/Y 65) at an unknown altitude. The object, observed by Capt. SLATER from the ground, looked like a reddish star and was moving in a southerly direction across MUNICH (M 49/Y 85), turning slightly to the South-West and then South-East. The speed could have been between 200 and 500 MPH, though the actual speed could not be estimated according to Capt. SLATER.

b. Capt. SLATER called FURSTENFELDBRUCK (M 49/Y 65) Base Operations from his barracks and informed them of the sighting. Base Operations then notified Racecard DF Station who stated that they had nothing on the scope but would look. Racecard called Base Operations back and stated that they picked up an unidentified object at 27,000 feet altitude, about thirty (30) miles south of MUNICH. Racecard later called Capt. SLATER at his barracks and informed him that the object was climbing and was then believed to be at 40,000 feet altitude, about forty (40) miles south of MUNICH and was orbiting (circling).

2. The weather conditions at this time (2220 local) were: sky, clear; moon shining: no cloud layers; visibility, 5 miles with ground fog; winds aloft, from North 56 knots an hour.

3. There were no F-80's (Jets) flying on this night.

4. Both Lt. PALMER and Capt. SLATER (an F-80 pilot) are completely reliable observers and reporters.

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OPS-2/rd

SUBJ: Unidentified Object, dated 8 December 1948, Furstenfeldbruck Air Force Base, Wing Intelligence Office, APO 208, US Army.

5. The facts as stated above were verified by Captain DARWIN R. ADDIS, 23rd Fighter Squadron (also an F-80 pilot), who was with Captain SLATER at the time of the sighting.

6. Subsequent investigation has disclosed nothing further; and it is unlikely that additional information will be obtained concerning this sighting.

L. H. McCormack

L. H. MC CORMACK
Captain USAF
Wing Intelligence Office

Telephone: FAFB 502.

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SECRET

INCL #222

INCIDENT SUMMARY SHEET

Incident No. 223

1. Date and Time of Observation: 5 December 1948 2105 hours & 2127 hours

2. Where Sighted: West of Las Vegas, N. M., (2105) 35° 09N - 106° 27 W
East slope of Sandia Mountains - near Albuquerque, N. M. (2135)

3. Observer's Position: Air while flying at 15,000 ft on 230° heading
(i. e., ground, air, control tower, etc.) at 155-160 mph

4. Name and Address of Observer: Captain A. Goede, AO-55483 A-3 Flying Div
Randolph AF Base, Texas

5. Occupation and/or hobbies: pilot

6. Attention Attracted by: light

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): green (more intense than flare)

10. Shape (Sketch if Possible) round light

11. Nature of Luminosity: Like flare
(directed beam of light?)

12. Altitude of Object: 11,000 - 12,000 ft (500-1000 ft higher than plane)
(estimated)

13. Estimated Distance of Object from Observer: 1-1/2 to 2 miles to right

14. Estimated Speed of Object: N/S

15. Time in Sight: 5-15 seconds

16. Tactics: Appeared to describe a parabolic curve in relation to earth

17. Sound made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: like flare

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): Sparks and fading trail

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Visibility 30-40 miles no overcast - no moon

24. Peculiarities Noted:

25. Summary of Incident: (over)
(See attached page)

Incident 223

At 2130 hours 5 Dec 1948, Capt Goade, flying a C-47 AF #9921 enroute from Lowry AF Base, Denver, Colorado, to Williams AF Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland AF Base, as being approximately 10 miles east of Albuquerque. Capt Goade stated he had seen a green flare arise from the ground to an altitude of approximately 500 ft on the east slope of the Sandia Mountains at about 2127 hours. He was flying at 18,000 ft. Stated he had just seen the same type flare at approximately 2105 hours just west of Las Vegas, New Mexico.

Other sightings of this or similar flare are as follows:

Dec 5, 1948

7:30 p. m.	Mary & John Smith (Las Vegas, N. M.)
9:05 P. M.	(Capt Goade) west of Las Vegas, N. M.
9:15 P. M.	Mr & Mrs Lewis Martinez (Las Vegas, N. M.)
9:15 - 9:30 P.M.	Mr Roger Lewis (Las Vegas, N. M.)
9:15 P. M.	Rev & Mrs C. M. Wallace (Near Lucy, N. M.)
9:27 P. M.	Capt Goade & Major Carter (Near Albuquerque, N. M.)
9:35 P. M.	Mr Ernest Van Lloyd, Pilot and Co-Pilot James L. Smith (Las Vegas, N. M.)
10:00 - 10:15 P. M.	Mrs Woodrow House (Near Las Vegas, N. M.)
10:20 P. M.	Sgt & Mrs Frank Hensley (Near Levy, N. M.)
10:20 P. M.	Mr Frank Green (Temporary Santa Fe RR Station CHAVA, N. M.)
11:15 P. M.	George (Wm)Hirst (Near Las Vegas, N. M.)

NOTE: Inquiry of local airfields both commercial and governmental unearthed no applicable explanation of this phenomena. Holloman AF Base performs no research work at night and on Sundays involving the use of any lighting device or flares such as described.

INCIDENT NO. 22ja

1. Date of Observation 5 Dec 48 Date of Interview 6 Dec 48

2. Exact time (local) 2135 hours

3. Place of Observation west of Las Vegas, N. M.

4. Position of observer air

5. What attracted attention to object Object appeared to be coming straight to ship

6. Number of objects 1

7. Apparent size N/S

8. Color of object pale green (first rpt) bright white changing to orange (interview with S/A NEEF)

9. Shape round - similar to Very Pistol flare

10. Altitude 500 feet

11. Direction from observer

12. Distance from observer N/S

13. Direction of flight of object(s) N/S

14. Time in sight few seconds

15. Speed N/S

16. Sound and odor N/S

17. Trail pale green trail (not mentioned in 24 rpt)

18. Luminosity like shooting star

19. Projections N/S

20. Maneuvers appeared to be coming straight at the ship - then trailed off to the ground

21. Manner of disappearance

22. Effect on clouds N/S

23. Additional information concerning object

24. Weather conditions ~~N/S~~ Visibility 30-40 miles - no overcast - no moon

(over)

Incident: 223a

Name and address of observer: Capt Ernest Van Lloyd, Pioneer Airlines
Pioneer Air Flight #63

Occupation and hobbies: pilot

Remarks of Interrogator relative to intelligence and character of observer(s):

First Report

INCIDENT [illegible]: At 2320 hours 5 Dec 48 Capt Van Lloyd, pilot of Pioneer Flight #63, reported by telephone to Kirtland AF Base Control Tower stating that he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot at first believed the light was a shooting star, but upon questioning thought it was too near the ground. He also thought that it could have been a Very Pistol flare only it appeared much higher - about 500 ft. When he first observed the light it seemed to be coming straight toward the plane. Capt Van Lloyd attempted to swerve to avoid the light; however, it then trailed off to the ground. The light was pale green and had a pale green trail like that on a rocket.

See Report #223.

Second Report

Later, Capt Van Lloyd and his co-pilot James L. Smith were interviewed by S/A Melvin E. Neef, at Pioneer Airline Operations, Kirtland AF Base, Kirtland Fld., N. M. Van Lloyd and Smith advised that at 2135 hours 5 Dec 48 as they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 ft (compass heading of 272°), they observed directly ahead and slightly above their altitude in the vicinity of Montezuma Mission, a phenomenon which first appeared as a bright white flash - then an object came into view which was described as being a whitish orange color. It first appeared to be coming directly toward their plane then arched downward and disappeared from sight. The light was only in sight for a few seconds and no estimate could be made of size or distance.

NOTE: There is a decided discrepancy in the color of the object as indicated in the above reports

INCLOSURE NO. 223 B

1. Date of Observation 5 Dec 1948 Date of Interview 3 Jan 49

2. Exact time (local) 2200 G. S. T.

3. Place of Observation 35° 04' N. 106° 27' W - slightly east of Sandia Peak

4. Position of observer Air - about 25 miles NE of Albuquerque at 10,000 ft on magnetic heading of 247°. 155 mph airspeed

5. What attracted attention to object F by light

6. Number of objects 1

7. Apparent size N/S

8. Color of object intense green light ? like ultra violet light - more green than blue

9. Shape N/S

10. Altitude 10,500 feet - 500 ft above plane

11. Direction from observer to right of observer

12. Distance from observer 2 to 5 miles in front of observer

13. Direction of flight of object(s) no movement noticed

14. Time in sight 1 to 2 seconds

15. Speed

16. Sound and odor N/S

17. Trail N/S

18. Luminosity like ultra violet light being turned on - seemed to grow in intensity and then died

19. Projections

20. Maneuvers

21. Manner of disappearance Died out

22. Effect on clouds

23. Additional information concerning object

24. Weather conditions Clear, cold and a dark night

(over)

Name and address of observer: Major Roger M. Carter, A-3, Air Trng Cmd, Randolph AF Base

Occupation and hobbies: pilot

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: Major Roger M. Carter, AO-40767, A-3, Training Command, Randolph AF Base, when interviewed 3 Jan 49 by Special Agents H. W. Johnson & R. Strickland, stated in substance that on 5 Dec 48 at approx 2200 hours CST while flying a C-47 aircraft at 10,000 ft on a magnetic heading of 247°, indicated airspeed 158 mph, about 25 miles North East of Albuquerque he observed an intense green light. This light was approximately 500 feet above the plane and some 2 to 5 miles to the right. It appeared to be slightly east of Sandia Peak, 35° 04' N, 106° 27' West. Carter was looking at Sandia Peak when he first noticed the light. The impression was that of an ultra violet light being turned on. The light seemed to grow in intensity and then die out. The color was more green than blue. Estimated length of observation was from one to 2 seconds. No movement pertaining to the light was noted. The weather at the time was described as being a clear, cold and dark night.

INCIDENT NO. 2230

1. Date of Observation 5 Dec 48 Date of Interview 6 Dec 1948

2. Exact time (local) 2135 hours

3. Place of Observation Montezuma Mission on approach to Las Vegas, N. M.

4. Position of observer Plane from 9,000 ft compass heading of 272°

5. What attracted attention to object - bright white flash of light

6. Number of objects 1

7. Apparent size

8. Color of object whitish orange color

9. Shape

10. Altitude slightly above 9,000 ft (a little above the plane)

11. Direction from observer directly ahead of plane

12. Distance from observer

13. Direction of flight of object s, Went then arched downward

14. Time in sight few seconds

15. Speed

16. Sound and odor

17. Trail

18. Luminosity

19. Projections

20. Maneuvers Came directly toward plane then arched downward

21. Manner of disappearance

22. Effect on clouds

23. Additional information concerning object

24. Weather conditions Clear, cold and a dark night

(over)

Incident: 2230

Name and address of observer: JAMES L. SMITH

Occupation and hobbies: Co-Pilot, Pioneer Flight #63

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE OF ACT: On 6 December 1948 ERNEST VAN LLOYD, Capt & Pilot JAMES L. SMITH, Co-Pilot and ELIZABETH CONNER, Flight Hostess, all civilians, Pioneer Flight #63, were interviewed by S/A MELVIN E NEEF The interview was conducted at Pioneer Airline Operations, Kirtland AF Base, Kirtland Fld., N. M. VAN LLOYD and SMITH advised that at 2135 hours 5 Dec 1948 they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 feet with a compass heading of 272°. Directly ahead and slightly above their altitude in the vicinity of the Montezuma Mission they observed a phenomenon which first appeared as a bright white flash. Then an object came into view which was described as being a whitish orange color. This object at first appeared to be coming directly toward their airplane, then arched downward and disappeared from sight. It was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both VAN LLOYD and SMITH were of the opinion that it would [redacted] impossible for anyone in the passenger compartment to have observed the phenomenon. Miss CONNER did not observe the object.

NOTE: It is to be noted that there is a discrepancy in the color of Capt VAN LLOYD's initial report and that obtained by interview.

INCIDENT NO. 0230

1. Date of Observation 5 Dec Date of Interview 31 Jan 1949
2. Exact time (local)
3. Place of Observation Vicinity of Hiawan, Colorado
4. Position of observer ground
5. What attracted attention to object
6. Number of objects 1
7. Apparent size
8. Color of object Green
9. Shape Fireball
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object West
14. Time in sight
15. Speed fast rate of speed
16. Sound and odor
17. Trail
18. Luminosity
19. Projections
20. Maneuvers Moved horizontally
21. Manner of disappearance Did not fall but went out in midair.
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions

(over)

Name and addre s of observer: Mr Harold M. Wright

Occupation and hobbies: 315 Barfield Building, Amarillo, Texas

Comments of Interrogator relative to intelligence and character of observer(s): To the interviewing agent WRIGHT appeared above-average in intelligence.

[illegible]: On 5 December 1948 while traveling on U. S. Highway 160, in the vicinity of Blanca, Colorado, a fireball was observed. Moving horizontally and westerly at a very fast rate of speed, it appeared to be a bright [redacted]. WRIGHT stated that the fireball seemed closer than the one he had seen on 12 Sept 48 (Incident 247) and it appeared more brilliant than the previous one. This fireball did not fall but "went out in midair." See also Incident 227.

INCIDENT NO. 2238

1. Date of Observation 5 Dec 1948 Date of Interview _____
2. Exact time (local) 2000 hours
3. Place of Observation Varsity Village, Univ. N. Mex., Albuquerque, N. M.
4. Position of observer ground
5. What attracted attention to object [illegible]
6. Number of objects 1
7. Apparent size 1/3 that of Venus
8. Color of object brilliant green
9. Shape
10. Altitude about 5° in western sky
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s)
14. Time in sight
15. Speed
16. Sound and odor
17. Trail None - altho there was a definite corona or halo effect
18. Luminosity
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions hazy - no stars visible at time in the part of the sky where "meteor" was observed.

(over)

Sw 2/2 2/4

Name and address of observer: JOHN E. McKINNEY, Student at the Univ of [redacted] Mexico

Occupation and hobbies: [redacted]

Comments of Interrogator relative to intelligence and character of observer(s):

[redacted]: At about 2000 hours, 5 Dec 1948 while walking along the west side of Varsity Village, McKINNEY saw a bright green "meteorite". The color was a brilliant green as in a traffic signal or neon tube. There was a definite area to the object; i. e., it was not merely a point of light. The size was very hard to determine but was estimated at 1/3 that of Venus when that planet is visible in the daytime. However, McKINNEY discounted any claim of accuracy as to size. The object appeared in the western sky vertically to about 5°. There was a definite corona or halo effect but no sparks or trail were produced. The sky was hazy and there was some cloud cover at the time of the sighting but McKINNEY did not recall the extent of the cloudiness. No stars were visible in the part of the sky where the "meteor" was observed.

NOTE: No other report of observation for 5 Dec gives a time element of 2000 hours. [redacted] by Dr LA PAZ in an effort to obtain precise measurement of his observational angles.

See Incident 272 for [illegible]

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

[redacted]

FILE NO. 24-2	DATE 1 February 1949
REPORT MADE BY HAROLD B. CHRISTENSEN	
REPORT MADE AT DO #11, Tinker AFB, Oklahoma	
PERIOD 25, 31 January 1949	
OFFICE OF ORIGIN DO #17, Kirtland AFB, N. M.	
STATUS RUC	

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

[redacted]

REFERENCE

Ltr fr 17th OSI District, file 24-8, 20 January 1949

SYNOPSIS

Investigation requested by 17th District Office, Kirtland AF Base. On nights of 12 September, 5 and 12 December 1948, Mr. HAROLD M. WRIGHT observed a "green fireball" in southern Colorado. WRIGHT, interviewed on 31 January 1949, stated "fireball" to be bright green and soundless. Unable to ascertain definite size, shape, speed, or altitude.

- RUC -

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APPROVED

TYLER E. BIRON
Major, USAF
Acting DISTRICT COMMANDER

AFOSI FORM 4
22 JULY 48

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11D 24-2

DETAILS:

1. This investigation is predicated upon letter, 17th District Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico, dated 20 January 1949, stating MR. HAROLD M. WRIGHT, 315 Barfield Building, Amarillo, Texas, observed what he described as a "green fireball" upon three separate occasions.

2. Mr. WRIGHT was interviewed on 31 January 1949 and gave the following information:

On 12 September 1948, accompanied by Mr. Punk (initials unknown), a teacher at Moffat, Colorado high school, the first "fireball" was seen in the vicinity of Moffat, Colorado. It appeared to be a bright green falling star. On 5 December 1948, while traveling on U.S. Highway 160, in the vicinity of Blanca, Colorado, the "fireball" was again observed. Moving horizontally and westerly, at a very fast rate of speed, it once more appeared to be a bright green. WRIGHT stated that the "fireball" seemed closer and more brilliant than previously. It did not fall but "went out in midair." The "fireball" was last seen on 12 December 1948 in the vicinity of Monte Vista, Colorado, and again had the appearance of a bright green falling star. In the company of WRIGHT, at this time, was a Mr. CHARLES ELLIOTT, St. Louis Valley Cooperative, Monte Vista, Colorado. WRIGHT described this phenomena to the best of his ability but was unable to give concrete details regarding size, shape, location, etc.

3. During the interview, it appeared to this agent that WRIGHT was above-average in intelligence and that the "fireball" was not just a figment of his imagination.

4. Reference is made of radio reports in Oklahoma area stating "fireballs" were seen on night of 31 January 1949 in northern New Mexico.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

INTER-OFFICE MEMO SLIP
HEADQUARTERS FOURTH ARMY

SUBJECT: Unidentified Flying Objects: New Mexico

No.	Date	From	To
1	29 Dec 48	Maj Godson	A C/S G-2

Remarks

1. Since the initial report of unidentified objects, described as flares or moving lights, in the vicinity of Las Vegas, New Mexico, on 5 December 1948, there have been 23 reports from observers up to and including 28 December 1948. Of these reports 21 have been in New Mexico, 1 in Arizona and 1 in Oregon.

2. The 21 observations in New Mexico have, in general, been in the vicinity of an area bounded in the east by the city of Las Vegas and in the north by Los Alamos. Two observations were made in the vicinity of Albuquerque.

3. The appearance of the lights are of a definite pattern. All have been of an intense white or greenish white. The trajectory or path of flight has been north to east, north to west or west to east. Altitude has been reported from 3000 to 20,000 feet above the terrain, which in this area is 5000 to 7200 feet above sea level. Speed has been made [redacted] except that it seems to be above the supersonic range.

4. This office, the FBI and the intelligence agencies of Sandia Base and Kirtland Field have been unable to evaluate or determine the significance or origin of the phenomena. We have therefore agreed that the 17th District, Office of Special Investigation (OSI) of the Air Force be the gathering and reporting agency in that they have a direct reporting channel to Washington, have access to aircraft and observation facilities and are in coordination with the Geophysics Laboratory of the Air Material Command, USAF.

5. The OSI has obtained the cooperation of Dr. Lincoln La Paz of the University of New Mexico. Dr. La Paz is one of the top ranking meteorologists in the United States. He is qualified to identify the sighted objects as natural meteoric phenomena or otherwise. Dr. La Paz has, from descriptions of observations furnished him and BY PERSONAL OBSERVATION, determined that the objects sighted are NOT natural meteoric phenomena. Dr. La Paz is in consultation with other scientists in an effort to solve the problem but up to this time have arrived at theories only. Theories advanced to date have fallen into CATEGORY III possibilities. Experimental tests have been made at the university

to determine what material would give off the whitish-greenish glow under extreme heat. The only material which they have discovered giving off this color is Beryllium Copper, a metal used in the construction of guided missiles. It is the unsubstantiated opinion of Dr. La Paz that the presently unidentified objects are man made missiles constructed to be self disintegrating, hence the whitish-greenish color given off at the time of observation.

6. It is of interest to note that at least two of the objects have been sighted directly over the Los Alamos ABC project. One person who observed one of the objects at Los Alamos has stated that it looked exactly the same as V2 Rockets he had seen over England during the war.

7. In view of the continuation of these objects being sighted over this area, it is suggested that Fourth Army coordinate with the Air Force and the Air Material Command to conduct a scientific study of ordinary intelligence agencies, who can only report occurrence and cannot evaluate the probabilities or possibilities.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

File No. 24-8 19 January 1949

SUBJECT: UNKNOWN (Aerial Phenomena)

TO: See Distribution

SUMMARY OF INFORMATION:

1. The present investigation is based on the series of sightings of anomalous luminous phenomena beginning on 5 December 1948. Reports of previously sighted phenomena are included as they are developed in the course of the investigation. Established dates of sightings in the New Mexico area are 5, 6, 7, 9, 11, 12, 13, 14, 20, and 28 December 1948, and 6 January 1949. Sound phenomena, which may or may not be related, are reported on 11 December 1948, and 30 December 1948.

2. In general the descriptions given by witnesses agree in the major features of the fireballs. A summarized description follows:

a. Location - The majority of the observations have been reported from the Las Vegas-Los Alamos area of northern New Mexico. Sightings from other points in the New Mexico area are almost invariable in that the object is seen in the direction of the Las Vegas-Los Alamos area. Ground tracks plotted from concurrent sightings fall in the immediate vicinity of Los Alamos.

Reports from Idaho, Oregon, and Arizona, concerning allied sightings have been received, but definite identity with the phenomena under investigation has not been established.

b. Color - A billiant green, similar to a green traffic signal or a green "neon" light, is the usual color cited. Some reports indicate that the light began or ended with a red or orange flash. Other reports have given the color as red, white, blue-white, and yellowish green. The trailing lights (covered below) are said to be red.

c. Shape - With one exception the shape is definitely round, not a point of light. Most descriptions say that there is a definite area

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to the light source. One report gives the shape as that of a diamond, and another indicates that the trailing lights are elongated.

d. Size - The size is usually given as one-fourth (1/4) the diameter of the full moon, when that comparison is suggested. Frequently the size is compared to a basketball, with the trailing lights lights the relative size of a baseball.

e. Course - The course is usually reported as being on an east-west line. Admissible approach sectors calculated by Dr. LA PAZ indicated the probability that the objects are mostly approaching from the northern quadrant. Plotted ground tracks lie east-west, with one line of flight being east to west and the other almost directly opposite.

f. Trajectory - The trajectory of the objects is almost invariably given as almost horizontal, with occasionally a dip at the terminal end of the path. On two occasions a definite vertical change in course was indicated. In each of these cases, the trailing lights were present.

g. Speed - In most cases the observation period is approximately two seconds, with a large angular distance covered. Measurements of the ground tracks plotted from concurrent sightings give a minimum speed of three (3) miles per second and a maximum of twelve (12) miles per second. If the mean calculated speed be accepted as correct, then a velocity in the order of seven and one-half (7-1/2) miles per second is the result. In this connection, it is to be noted that the velocity required for a projectile to overcome both air resistance and the effect of the earth's gravity field is approximately seven and twenty-eight hundredths miles per second.

h. Altitude - The angular altitude varies with each observation, of course, but the altitude plotted from concurrent sightings is between six and ten miles.

i. Sound - On no occasion has any sound been directly associated with the observation of these phenomena. Unexplained sounds have, however, been reported from Los Alamos. A combined sound-light phenomenon has been reported from Oregon, but has not definitely been identified with the subject under investigation.

j. Multiple Units - On at least two occasions reports definitely show that the main luminous object was followed at a fixed distance by two trailing lights. One report shows these trailers as being the same color as the main body, and another that they were red, while the main body was green. In each of these instances, a sharp course variation in the vertical plane was noted.

3. The observers upon whose reports this summary is based include Dr. LINCOLN LA PAZ, authority on meteoritics, Special Agents of the OSI, airline pilots, military pilots, Los Alamos Security Inspectors, school teachers, truck drivers, and other assorted vocational groups. The congruency of the reports is all the more remarkable when the wide variation in background of the observers is considered.

4. The calculations as to track, height, and velocity are of necessity rough, as the observations upon which they are based were not scientifically accurate. Whenever possible, accurate transit readings have been taken from the spot where the sighting was made. These readings were based on estimated positions of the objects, however, so are not definitive. No photographs have as yet been obtained.

5. The conclusions reached from this investigation are:

a. Some nine (9) specific differences exist between these phenomena and any known meteoric data.

b. It is possible that they are manifestations of some hitherto unreported natural phenomena.

c. It is possible that they are man made.

DISTRIBUTION:

Resident Agency, FBI
Fourth Army Liaison Officer
AEC Security, Sandia Base
Intelligence Office, Sandia Base
AESS, Los Alamos
Field Office for Atomic Energy, Kirtland AFB
Other as needed

T-T 49-2060

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S/L fr NRR, R & D Board, dtd 7 Jan 49, subj: Fireball Phenomena

XPDIR-CO-5 (1-1-42) 1st Ind. 14 JAN 1949

Dept. of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio.

Forwarded as a matter pertaining to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

2 Incls.
n/c

ROBERT TAYLOR 3rd
Colonel, [illegible]
Chief, [illegible] Branch
Air [illegible] Events Division
Directorate of Intelligence

Inclosure #2 on file in Incident 223
(Report of Investigation #24-8 dated 13 Dec 48)

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NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
WASHINGTON 25, D. C.

4 January 1949

MEMORANDUM TO: HQ-USAF
Directorate of Intelligence
Collection Branch
Room 5E 203, The Pentagon

SUBJECT: Fireball Phenomena

1. Attached is correspondence from Dr Lincoln LePaz, Director of the Institute of Meteoritics, University of New Mexico, directed to Dr. H. E. Landsberg, Executive Director of the NRC Committee on Geophysics and Geography. Dr LePaz, a meteorite observer of long standing has reported a curious fireball phenomena.

2. It is requested that the results of the investigation of this matter be furnished to the Research and Development Board, Technical Intelligence Branch, if appropriate.

DAVID Z. BEEZLER
Chief
Technical Intelligence Branch

Attachments:

Correspondence from Dr Le Paz
USAF Report of Investigation

cc:

Dr Walter Colby
Atomic Energy Commission

Lt Col. Ray W. McDuffee
Dept of Air Force Operations

[redacted]
Wright Patterson Air Force Base

EXTRACTS FROM LETTER TO DR. H. E. LANDSBERG, EXECUTIVE DIRECTOR OF RDB COMMITTEE ON GEOPHYSICS AND GEOGRAPHY
FROM
DR. LINCOLN LAPAZ, DIRECTOR OF THE INSTITUTE OF METEORITICS, UNIVERSITY OF NEW MEXICO
December 28, 1948
Attaching Appended Material

"Since December 5 I have been working almost continuously day and night on certain anomalous fireball phenomena of which a detailed account is given in the accompanying confidential enclosures. No doubt you are familiar with these incidents since I brought your name into the picture in my first report to the O. S. I. of the U. S. A. F.

"These incidents are not in the same category as the rather fantastic ones described by Norman G. Markham and certain inhabitants of Norton County, Kansas. Authorities here are deeply concerned. Perhaps you have knowledge of defensive training maneuvers that would explain the observed concentration of incidents in certain highly important areas.

"Additional observations by 6 more AEC Security Service Guards make incidents referred to look very serious. Please give this matter careful attention. I am sure two best observed incidents are not meteoric."

Enclosure #1

Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 13 Jan 49, Subj: Unknown (Aerial Phenomena).

[redacted] 1st Ind RAG:jb

HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind to letter same subject as above.

FOR THE COMMANDING OFFICER:

OLIVER M. NOLAND
Captain, USAF
Ass't Adjutant

1 Incl: n/c (1 cy w/d)

INCIDENT NO 223

[redacted]
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

SLJ/mfw
13 January 1949

File NO: 24-8

SUBJECT: Unknown, Aerial Phenomena

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. Reference is made to Report of Investigation, this office, dated 13 December 1948; Report of Investigation, this office, dated 17 December 1948; Report of Investigation, this office, dated 23 December 1948; and Report of Investigation, this office dated 4 January 1949, copies of which have been forwarded your headquarters.

2. Attached for your information are four copies of Report of Investigation, 10th District OSI, dated 5 January 1949, subject same as above. It is requested that two copies of the inclosed report be forwarded to Air Materiel Headquarters which has been designated as the headquarters responsible for coordination of this investigation.

3. This is a supplemental report. Investigation is continuing and subsequent reports will be forwarded for your review and such action as you may consider appropriate when the investigation is completed.

FOR THE DISTRICT COMMANDER:

1 Incl
Rpt of Investigation re Subj
(Quad)

STUART L. JACKSON
1st Lt, USAF
Operations Officer

INCIDENT NO 223

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-9	DATE 5 January 1949
REPORT MADE BY James J. Deachnor	
REPORT MADE AT Hq 10th OSI Dist., Kelly AFB, Kelly Fld, Tex.	
PERIOD 30 December 48, 3 January 49	
OFFICE OF ORIGIN DO #17	
STATUS E U C	

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER
Special Inquiry

REFERENCE
Case Report 24-8, DO #17

SYNOPSIS

Major Roger M. Carter, AO 40767 and Captain A. Goade, AO 55483 stated that: On 5 December 1948, flying at 10,000 feet on a heading of 245° magnetic, 25 miles North East of Albuquerque, New Mexico observed an intense green light at approximately 106° 27' West, 35° 04' North, length of observation two seconds. Weather at time was clear and cold with no moon. Description of light varies with individual observer.

Madeline G. Merchant, undeveloped lead for DO #17 is subject on G-2 Section, Hq 4th Army. File reflects that Merchant associates with known Communists and is considered dangerous.

Headquarters 4th Army is in receipt of letter from Director of Intelligence, Headquarters General Staff, Washington advising them to expect reports of such incidents as above during this period of the year. All such reports to be forwarded to AMC, Wright-Patterson Air Force Base.

Biggs Air Force Base has not conducted any maneuvers with flares.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
DO #17	2	DO #17	
OSI Hq.	2		
File	2		

APPROVED

ROBERT E. NANCE
Captain, USAF
Acting DISTRICT COMMANDER

INCIDENT NO

INCIDENT NO 223

AFOSI FORM 4
23 MAY 48

CONFIDENTIAL

DETAILS:

AT SAN ANTONIO, TEXAS

1. This is a joint investigation of Special Agents Hiram W. Johnson, Reuben Strickland and the writer.

2. M/S R. G. Walton, AF 6299736, Randolph Air Force Base, interviewed 4 January 49 stated that he did not see a flare or light on the night of 5 December 1948.

3. Major Roger M. Carter, AO-40767, A-3, Air Training Command, Randolph Air Force Base, interviewed 3 January 49 by Special Agents Hiram W. Johnson, Reuben Strickland and the writer stated [illegible] That on 5 December 1948, at approximately 2200 hours, C[illegible], while flying a C-47 aircraft at 10,000 feet on a magnetic heading of [illegible], indicating 158 M.P.H. about twenty-five miles north [illegible] he observed an intense green light. This light was approximately [illegible] feet above the plane and some two to five miles to [illegible] It [illegible] to be slightly east of Sandia Peak, 35° 64' north, 106° 27' [illegible] Carter stated that he was looking at the peak mentioned [illegible] noticed the light. The impression gained was that of an ultra violet light being turned on. The light seemed to grow in intensity and then die out. The color was more green than blue. Estimated length of observation was from one to two seconds. No [illegible] light was noted. The weather at the time was described as [illegible] cold and dark night.

Carter further stated that he was listening [illegible] at the time and did not notice any radio interference.

4. Captain A. Goade, AO 55483, A-3, Flying Division, Air Training Command, Randolph Air Force Base was interviewed by Special Agents Hiram W. Johnson, Reuben Strickland and the writer on 30 December 1948. Goade stated in substance that at approximately 2135 hours on December 5, 1948 while flying a heading of 230° magnetic, 15 miles north east of Albuquerque, he observed an intense green light estimated at 1½ to 2 miles off the right wing of the airplane. The estimated location of the light would be 35° 09' North, 106° 27 West.

At the time of the observation Goade was flying co-pilot, in the right seat of a C-47 aircraft, altitude 10[illegible], 500 feet. The light appeared to be 500 to a 1000 feet higher than the aircraft. Visibility was estimated at 30 to 40 miles, no overcast, no moon. Speed of the aircraft was 155-160 indicated.

Goade stated that the length of the observation was from 5-15 seconds and he gained the impression of a round green light, accompanied by sparks and a fading tail. The object seemed to describe a parabolic curve in relation to the earth.

INCIDENT NO 223

Captain Goade is a veteran of combat flying in the ETO and when pressed for a comparison of the intensity of the light described it as being more intense than the flare normally used in night photography or bombing. Goade stated that he had never seen anything similar to the phenomena noted and could offer no comparison.

5. On 3 January 1949 the files of the G-2 Section, Fourth Army, were checked. It was revealed that Madeline G. Merchant is the subject of an extensive file. The essence of the file is that Merchant has been active over a period of two years compiling facts on all reported aerial phenomena and writing letters to various Army area commanders regarding same. Further Merchant is known to correspond [illegible] Front organizations and is considered dangerous.

6. Captain James C. Biddle, Executive Officer, Fourth Army, OSI Detachment, Fort Sam Houston, Texas interviewed 3 January 1949 stated in substance that the Fourth Army is in receipt of a letter from the Director of Intelligence, Headquarters General Staff, Washington, D.C. advising them to expect reports of aerial phenomena during this period of the year and to report same to AMC, Wright-Patterson Air Force Base.

AT EL PASO, TEXAS

7. On 30 December 1948 it was ascertained that Biggs Air Force Base did not conduct any maneuvers involving flares.

REFERRED UPON COMPLETION.

INCIDENT NO 223

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-2

DATE 22 December 1948

REPORT MADE BY [redacted]

REPORT MADE AT 30 SRI, Kirtland AFB

PERIOD 16 and 22 December 1948

OFFICE OF ORIGIN 30 SRI, Kirtland AFB

STATUS [redacted]

TITLE

[redacted]
(Aerial Phenomena)

CHARACTER

Special Inquiry

REFERENCE

Report of Special Agent CHARLES HAFFNER, Jr., 30 SRI, Kirtland AFB, File No. 24-2, dated 16 December 1948.

SYNOPSIS

On 16 December 1948, Mr. [redacted] WILLIAMS, Chief Dispatcher, Walker AFB, Roswell, New Mexico, was interviewed and it was found that no maneuvers involving aerial flares or similar signaling devices have been held by the 509th Bomb Group (M), Walker AFB. The only Walker AFB plane known to have approached anywhere near the vicinities cited in referenced report was a B-29 type aircraft piloted by 1st Lt. HEARTY FITCHEE, 393rd Bomb Squadron, 509th Bomb Group, on 5 November 1948. Lt. FITCHEE stated that his flight on 5 November was from Roswell, New Mexico, to Wendover AFB, Utah, and that the path of this flight was at approximately 20,000 feet and over the Albuquerque area. FITCHEE further disclaims shooting any flares at any time during this flight. Colonel JOHN D. RIAN, Commanding Officer, 509th Bomb Group, stated that no maneuvers had been held lately by the 509th Bomb Group. Major F. K. CARLTON, 509th Bomb Group S-3, stated that a check of the 509th Group Log of Missions indicated no recent maneuvers by the 509th Bomb Group other than a group mission to Dayton, Ohio, on 8 December 1948. None of the planes participating in this maneuver would have passed over or near the area in which the aerial phenomena have been sighted. None of the above interviewees had received reports of unusual flares or other aerial phenomena.

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APPROVED BY

Doyle Rees

[redacted]
Lt. Colonel, USAF
DISTRICT COMMANDER

CONFIDENTIAL

[redacted]

[redacted]

1. On 14 December 1948, Mr. [redacted] WILLIAMS, Chief Dispatcher, Walker AFB, Roswell, New Mexico, was interviewed with reference to possible maneuvers by planes of the 509th Bomb Group or Walker AFB Base Flight during between 1 November 1948 and 14 December 1948. WILLIAMS, after reviewing the Walker AFB Dispatch Records, stated no maneuvers have been held by the 509th Bomb Group which would entail the use of aerial flares or other similar signaling devices. During the period mentioned above, only one (1) Walker AFB plane is known to have been in the general vicinity of Las Vegas, Los Alamos, Santa Fe, or the Sandia Mountains. This plane, B-29 [redacted], was piloted by 1st Lt. [redacted] FINNEY, 324rd Bomb Squadron, 509th Bomb Group, Walker AFB, and was on a bombing mission from Roswell to Hanover AFB, Utah. Take-off was made at 0516 hours, 5 November 1948, and the path of this flight would have normally been over Albuquerque. WILLIAMS stated that there have been no reports by either 509th Bomb Group or Base Flight pilots or crew members of unusual lights or flares in the sky.

2. On 22 December 1948, 1st Lt. [redacted] FINNEY, AO [redacted], 324rd Bomb Squadron, 509th Bomb Group, Walker AFB, was interviewed regarding his flight from Roswell, New Mexico, to Hanover AFB, Utah, on 5 November 1948. FINNEY stated: I took off in B-29 [redacted] at approximately 0520 hours on a routine bombing mission to Hanover AFB. At about 0430 hours, my position was approximately 20,000 feet and over Albuquerque. The only flares aboard were red smoke which, when fired, indicate trouble. There were no flares of any kind used on this mission and I would have known if one was shot, for the flare chute is in the navigator's compartment. This compartment is the only place where a flare can be released when the plane is pressurized as we were on this mission. I saw nothing unusual nor did anyone on my crew report seeing any flares or anything unusual during this mission. I questioned my crew on this date (22 December 1948) and received negative answers as to the sighting of anything unusual on the above mentioned flight.

3. Colonel [redacted] E. KYLE, AO [redacted], Commanding Officer, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed on 22 December 1948 regarding any maneuvers or flights by planes of the 509th Bomb Group which would entail the use of aerial flares or lights. Colonel KYLE stated: To his knowledge, no 509th planes have used flares of any kind during the past several months. No one has reported to Colonel KYLE the sighting of unusual flares or lights in the sky.

4. On 22 December 1948, Major [redacted] E. [redacted], AO [redacted], S-2, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed. Regarding maneuvers or the use of aerial flares by the 509th Bomb Group,

Major CARLSON stated a check of the 509th Group Log of Missions indicates that the 509th Bomb Group flew a mission to Dayton, Ohio, on 9 December 1948. This mission, however, did not pass anywhere close to Albuquerque, Los Alamos, Las Vegas, or the Sandia Mountains. No flares have been scheduled for use by the 509th planes since June or July 1948, at which time the Group was flying missions over cities in the Pacific northwest. CARLSON'S office has received no reports regarding the sighting of flares or other unusual phenomena in the skies.

RETURNED UPON COMPLETION

Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 22 Dec 48, Subj: Unknown (Aerial Phenomena).

CO 1st Ind RAS:jb
HEADQUARTERS, Kirtland Air Force Base, Kirtland Field, N. Mex, 24 Dec 48

TO : Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind, to letter, same subject as above, dated 13 December.

1 Incl: n/c (1 cy w/d)

[redacted]
Colonel, USAF
[redacted]

INCIDENT NO

THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

ACM/SLJ/mfw
22 December 1948

File No. 24-8

SUBJECT: Unknown (Aerial Phenomena)

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. Reference is made to Reportof Investigation, this office, dated 13 December 1948, subject same as above, four copies of which was forwarded your Headquarters by letter of transmittal this office, dated 13 December 1948.

2. Attached for your information are four copies of Report of Investigation, this office dated 22 December 1948, subject same as above.

3. This office has been informed by OSI Headquarters that Headquarters, Air Materiel Command, has been designated as the Headquarters responsible for coordination of this investigation, therefore, it is requested that two copies of the inclosed report be forwarded Headquarters, Air Material Command, at the earliest practicable date.

4. This is a supplemental report. Since the submission of the initial report several additional sightings of the unidentified aerial phenomena have been reported. Investigation is continuing and subsequent reports will be forwarded your headquarters.

FOR THE DISTRICT COMMANDER:

/s/ A. C. MERRELLE, II.

1 Incl
Rpt of Inves re Subj (Quad)

A. C. MERRELLE, II
Captain, USAF
Acting Deputy District Commander

CONFIDENTIAL

INCIDENT NO 443

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	[redacted]
DATE	[redacted]
REPORT MADE BY	[redacted]
REPORT MADE AT	[redacted]
PERIOD	[redacted]
OFFICE OF ORIGIN	[redacted]
STATUS	[redacted]

TITLE

[redacted]
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of S/A [redacted], dated 13 Dec [redacted], [redacted], Kirtland AFB

SYNOPSIS

Investigation reported by District Commander, 17th District OSI.

Details of this report consist of report submitted by Dr. LINDSLY LAPAS. The writer acted as an observer only during this phase of the investigation.

Additional sightings of unexplained celestial phenomena were reported in this period. Accurate transit bearings were obtained where possible. Actual flight path plotted from north to south, with minor deviation. General data for all sightings appears to coincide. No known meteric phenomena could give data coincident with that reported from observations.

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APPROVED

Doyle Kees

[redacted]
[redacted]

INCIDENT NO 22[illegible]

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23 MAY 46

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[redacted]
ALBUQUERQUE

Institute of Meteoritics

December 20, 1948

To: Lt. Colonel Hyde Rose, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
[redacted]

Subject: Anomalous luminous phenomena (continuation)

In compliance with your request, the present report has been prepared in order to summarize results obtained by investigations carried out in the interval, December 13-20.

1. The Observational Data. As far as can be determined, the first incident of the sort reported by many observers on December 5 occurred as early as 1946, January 1, (see copy of Oscar E. Monig's letter, under date of January 7, to Mr. Al Schroeder), the second such incident, and one presenting much more striking resemblance to the December 5 - December 13 incidents, occurred on August 4, 1946, (see letter of October 22, written by J. B. McCullough to Dr. J. Hugh Prestt, Regional Director for the American Meteor Society, University of Oregon). Beginning on December 5 there was a sudden outburst of anomalous luminous appearances. The table given below lists date, hour of observation, name of observer; and, in parentheses, point of observation for each of the occurrences so far uncovered by investigations carried out under the general supervision of your office and the Institute of Meteoritics.

December 5:

7:30 p.m., Mary & John Smith (Las Vegas, N.M.)
9:05 p.m., Captain A. Goode, Pilot, and Major R. M. Carter, Co-Pilot (Near Las Vegas, N.M.)
9:15 p.m., Mr. & Mrs. Louis Martinez (Las Vegas, N.M.)
9:15 - 9:30 p.m., Mr. Roger Lewis (Las Vegas, N.M.)
9:15 p.m., Rev. & Mrs. C. M. Wallace (Near Lamy, N.M.)
9:27 p.m., Captain Goode and Major Carter (Near Albuquerque, N.M.)
9:35 p.m., Mr. Ernest Van Lloyd, Pilot, and Co-Pilot James L. Smith (Las Vegas, N.M.)
10:00 - 10:15 p.m., Mrs. Woodrow Rouse (Near Las Vegas, N.M.)
10:20 p.m., Sgt. and Mrs. Frank Kendley (Near Lamy, N.M.)
10:20 p.m., Mr. Frank Green (Temporary Santa Fe RR Station OSAYA, N.M.)
11:15 p.m., George (Mr.?) Hirst (Near Las Vegas, N.M.)

CONTINUED 2nd CONFIDENTIAL

KAFB 3571

To: Colonel Kyle Rose December 20, 1948

December 6:

10:35 p.m., Mr. Joe Tuleman, Security Section, Sandia Base, Albuquerque, N.M. (Sandia Base)

[redacted]

9:45 p.m., Inspector J. Gotham, AEC Security Service, Los Alamos, N.M. (Los Alamos)

[redacted]

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6:33 p.m., Capt. John J. Stahl, Jr., Capt. Melvin E. Neef, Special Agents, OSI, Kirtland Field, N.M. (Near Las Vegas, N.M.)

[redacted]

227

9h 2m plus or minus 30s p.m., Major G. L. Phillips, AF - CAP Liaison Officer, Kirtland Field; Lt. Allen Clark, Intelligence Officer, [redacted] Wing [redacted] Dr. Lincoln LaPaz, Director, Institute of Meteoritics, University of New Mexico (Near Starvation Peak, N.M.); and Inspectors Jeffers and Nehligan, AEC Security Service (Los Alamos, N.M.)

[redacted]

9:30 p.m., Mr. & Mrs. Dennis Brady, Las Vegas, N.M.

10:15 p.m., Robert Gonig (From 20 miles east of Las Vegas on Highway 65).

December 14:

1:00 a.m., Mr. Nick Gracher (Vegas Grand, N.M.)

2. <u>The Path of the Only Green Fireball so Far Observed at Two Separate Stations.</u> Among the numerous observations so far made, there is only one pair of corresponding observations i.e., those made simultaneously by different groups of observers at widely separated stations. The only such observations are those obtained on the night of December 12 by one group of observers near Starvation Peak (Bernal, New Mexico - see report on incident of 1948, December 12, 9h 2m plus or minus 30s), and a second pair of observers stationed within the Los Alamos reservation. By graphic reduction of the simultaneously made observations, the following facts have been determined: The green fireball of December 12, 9h 2m plus or minus 30s appeared very near a point with the coordinates latitude 35° 50', longitude 106° 50' and disappeared near a point with the coordinates latitude

35° 45', longitude 107° 5', traversing a nearly or exactly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 5 to 10 miles, depending on the estimate of angular altitude employed in the reduction; the velocity with respect to the earth works out at between 5 and 12 miles a second, depending on the duration estimate used. It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Kirtland and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 6 miles a second. While there is thus considerable uncertainty because of the lack of unfitting azimuth observations from a third station, the concordance in the five (5) different estimates of angular elevation make it most unlikely that the linear height of the fireball was much less than 5 miles and much more than 10 miles. It is interesting to observe that the backward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation.

3. Significant Differences Between the Fireballs Observed in the Interval December 5-13 and Typical Meteors.

3.1 The horizontal nature of the paths of most of the December Fireballs is most unusual. Genuine meteors are rarely observed to move in horizontal paths.

3.2 Again the very low height of the December fireball discussed in section 2 above sets it off in sharp contrast from the genuine meteors for which heights of the order of 40 or more miles are normally observed.

3.3 The velocity determined for the fireball of December 12 is much less than the velocities determined from typical meteors (and yet is considerably greater than the speeds of the V-2 Rockets or jet planes or of conventional flares).

3.4 In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 12, the observed luminous phenomena are always accompanied by very violent noises. No noises whatever have been observed in connection with the various December fireballs so far investigated.

3.5 Genuine meteors usually show remarkable variations in brightness, beginning as fine thin hairy lines, which are scarcely visible to the observer, and then brightening up to flash out near the end of their paths. In the case of the December fireballs most of the observers have reported that the green bulb appeared almost instantly at their full brightness.

To: Colonel Doyle Hess December 20, 1948

3.6 In the case of genuine meteors the paths are directed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of admissible approach centers show that there is a very pronounced tendency for the paths to come in from the north half of the sky.

3.7 The three groups of unusually greenish luminous phenomena show a curious association with well known meteor showers, although none of these meteor showers normally produce extremely bright green fireballs, such as those recently observed. For example, the observation mentioned by Mr. Hunig appeared near the maximum of the Quadrantid shower of early January, Mr. McMillough's observation of August was near the time of the Perseid shower and the December observations all fell in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

3.8 As noted in an earlier communication, the remarkably vivid green color reported for most of the December fireballs is merely observed in the case of genuine meteors. By laboratory test this peculiar color seems to be identical with that given off by copper salts in the bluepipe flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5216 \text{ Å}$.

3.9 The duration estimates of between 2 and 3 seconds reported for the green fireballs are considerably longer than those (0.4 - 0.5 seconds) for the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a genuine meteor to fall (5 to 30 seconds or even longer).

3.10 For none of the green fireballs has a train of sparks or a dust cloud been reported. This contrasts sharply with the behavior noted in case of meteoric fireballs—particularly those that penetrate to the very low levels where the green fireball of December 17 was observed.

4. On the basis of the various differences to which attention is called in section 3, the writer remains of the opinion that the fireball of December 17 was definitely non-meteoric and that in all probability the same is true of most, if not all, the other bright green fireballs which the OSI has had under investigation.

LYNDON LAPAS

This letter was in an envelope postmarked "Boise Idaho, Nov. 6, 1948". Looks as though someone might have carried it in his pocket for several weeks.

CONFIDENTIAL

P. O. Box 2776
Boise, Idaho
October 22, 1948

Dr. J. Hugh Pruett
c/o University of Oregon
Eugene, Oregon

Dear Dr. Pruett,

Definitely I am not a "crank", or one subject to hallucinations.

In the Spokane Daily Chronicle dated October 15, I noticed a news item regarding a cluster of fireballs observed in the heavens during the early hours of August 18. This interests me as you will assume from the following story.

On August 4th, while traveling south on U. S. Highway No. 30, approximately two and one-half miles north of North Powder, Oregon, (it is regrettable that I cannot remember the exact time), I was amazed to see in the heavens directly south of me, a fireball. This object appeared to come out of nowhere, but when first observed, was traveling in a horizontal line on an angle presumed to be northeast to southeast at an elevation above sea level of 8500' (absolute direction and elevation argumentative). It appeared to me - for a descriptive purpose - as having been ejected from a huge Roman candle, and this candle, by whatever power held, was on a horizontal plane with the earth. As the object in its trajectory, approximately five and one-half miles, became spent, it arched earthly in a natural down grade. As I recall it, this arc was equal to approximately 80 degrees. Immediately after reaching the "8th" degree of the arc, it extinguished itself. I do not recall that there was much of a meteor type tail, but the object did have a definite fluorescent glow circumventing itself. As to the color, I can best describe it by referring your observation after dark to a high tensity neon sign of green - perhaps on the light green side.

Reason for the ink insertions is that this letter is from dictation, and it was necessary for me to refer to personal records.

If you have any questions, please feel free to direct communications to me, and I will assure you that I will do my best in answering.

I also want to tell you that the foregoing was observed by another person accompanying me. I think you will realize that I will be interested in the outcome of your study.

Very truly yours,

/Signed/ J. R. McGillough

INCIDENT NO 223

[redacted]

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KAFB 3571

CONFIDENTIAL

[redacted] COOKE DRY GOODS COMPANY
[redacted]
1601 Main Street
Fort Worth 1, Texas

1948, January 7

[redacted]
[redacted]
Abilene, Texas

Dear Mr. Schneider:

The brilliant blue green glow which you report as seen due west of you at 1:25 A. M. and again at 1:30 A. M. January 1st, could hardly be any kind of astronomical phenomena that I know of.

I am more inclined to think that it was either (1) some sort of disturbance of an electrical system such as transformers blowing out; or, (2) experiments at the White Sands Proving grounds which I believe are exactly in that direction from you.

I am sending a copy of this letter to Dr. Lincoln La Paz of the University of New Mexico at Albuquerque and if he is not under any restriction as to military secrets, perhaps he can tell us whether possibility number 2 applies. As to possibility number 1, Paul Atchison right there in Abilene, connected with the West Texas Utility Company, ought to be able to find out for us whether there was any kind of electrical trouble which I doubt could have been more than 10 or 15 miles away.

I note you say that the glow seemed to be fan shaped, originating from a large ball on the horizon, extending to the meridian, due west of you in a perfectly clear sky lasting about ten seconds each and extremely bright blue green; also, that you heard no sound.

Yours sincerely,

/s/ Oscar Wenig

[redacted]
copy to Dr. Lincoln La Paz

Mr. Paul Atchison

S
E
C
X

INCIDENT NO 223

CONFIDENTIAL

KRFB 3571

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. [redacted]

DATE 27 December 1948

REPORT MADE BY EDGAR J. BETHANY

REPORT MADE AT DO #17, Kirtland AFB

PERIOD 27 December 1948

OFFICE OF ORIGIN DO #17, Kirtland AFB

STATUS REFERRED UPON COMPLETION

TITLE

[redacted]
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

[redacted]

Report of Special Agent CHARLES HAFFZIGER, JR. dated 13 December 1948.

SYNOPSIS

This investigation was originally requested by District Commander, 17th [redacted]

Colonel PAUL F. HELMICK, Base Commander, Hallaman AFB, stated that Hallaman AFB was not engaged in any maneuvers involving the use of any aerial flares or similar devices.

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File 2

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DO, Kirtland AFB

APPROVED

Doyle Henry
DOYLE HENRY
Lt Colonel, USAF
DISTRICT COMMANDER

FILE STAMP

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23 JULY 48 4

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KAFB 3571

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DETAILS:

1. This investigation was originally requested by the District Commander, District #17, Kirtland Air Force Base, Kirtland Field, New Mexico.

AT ALAMOGORDO, NEW MEXICO

2. On 17 December 1948, the writer interviewed Colonel PAUL F. MEMMOM, AO-21401, Base Commander, Holloman Air Force Base, Alamogordo, New Mexico, in his office, Headquarters Building, Holloman Air Force Base, New Mexico. MEMMOM advised that Holloman Air Force Base did not do research work at night nor on Sundays, nor would the work involve the use of any lighting device or flare such as described in the report of Special Agent CHARLES NAFFZIGER, JR. Memmom added that he had been contacted by agents of the Federal Bureau of Investigation in relation to the same matter in their pursuance of the same investigation.

- RETURNED UPON COMPLETION TO THE OFFICE OF ORIGIN -

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SUMMARY OF INFORMATION	DATE 16 December 1948
REPORTING OFFICE Office of the AC of S, G-2, Headquarters Fourth Army, Fort Sam Houston, Texas	

SUBJECT	CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION
Aerial Incidents	OF SOURCE: COMPLETELY RELIABLE A; USUALLY RELIABLE B; FAIRLY RELIABLE C; NOT USUALLY RELIABLE D; UNRELIABLE E; RELIABILITY UNKNOWN F. OF INFORMATION: CONFIRMED BY OTHER SOURCES 1; PROBABLY TRUE 2; POSSIBLY TRUE 3; DOUBTFULLY TRUE 4; IMPROBABLE 5; TRUTH CANNOT BE JUDGED 6

SUMMARY OF INFORMATION

The following information was received from the Office of the Fourth Army Intelligence Officer, Sandia Base, Albuquerque, New Mexico:

"A military plane flying east to west on 5 December 1948 reported to Kirtland Field tower at 2130 as follows: (1) A green flare was seen west of Las Vegas, New Mexico, at approximately 2100 hours. Height of flare estimated at 500 feet. Plane was flying at 18,000 feet. (2) A similar green flare was seen on east slope of Sandia Range at approximately 2127 hours as plane was approaching Kirtland Field. (B-2)

"A commercial plane, Flight 65, Pioneer Airlines, 5 December 1948 reported seeing a light green flare west of Las Vegas, New Mexico, at approximately 2200 hours. The pilot stated the flare looked like a Very Pistol flare only much higher, about 500 feet. The flare seemed to have a trail as on a rocket. (B-2)

"Operations officer Kirtland Field reports unusual incidents of two commercial planes and one military plane flying over Sandia Range on 5 December 1948, with landing lights full on far beyond the usual or necessary need for lights. The commercial planes were flying east to west, and the military plane from west to east. The time was not given except that it was in the early night period. The military plane contacted by radio said he was just checking his lights. The commercial planes were not contacted. (B-2)

"No planes, civil or military, are reported down or lost in this area. No military units are known to be in this area. The local FBI was advised of the situation at once." (B-2)

DISTRIBUTION: OO, AMS, SIO, El Paso; File.

WD AGO Form 568

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SUBJECT: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 13 Dec 48
Subj: Unknown (Aerial Phenomenon)

CO 1st Ind KAFB:rt
HEADQUARTERS, Kirtland Air Force Base, Kirtland Field, N. Mex., 14 Dec 48

TO: Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio

1. Basic communication and inclosures (renumbered) forwarded for your information and for such action as you deem necessary.

2. Attention is particularly invited to the report of Dr. Lincoln La Paz, Inclosure No. 2, and to his letter to the District Commanding Officer of Office of Special Investigations, dated 13 December 1948, Inclosure No. 3.

3. The undersigned concurs in the recommendations enumerated in Paragraph 4 of Inclosure No. 3; we are locally placing into effect the first and second recommendations enumerated therein.

3 Incls:
1-Rpt of Investigation # 24-8 (12 pgs)
2-Incl 1 to Rpt #24-8 (5 Pgs)
3-Incl letter fr Dr. LaPaz to CO 17th Dist OSI dtd 13 Dec 48 (2 pgs)

HAROLD A. GUNN
Colonel, USAF
Commanding

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Conf to confidential KAFB 27 Dec 48

KAFB 3567

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
47th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

DR/mfw
13 December 1948

SUBJECT: UNKNOWN (Aerial Phenomenon)

TO : Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. The attached report is forwarded as a matter of information and whatever action the Commanding Officer may deem advisable.

2. It is recommended that two (2) copies of the enclosed report be forwarded by the most expedious means to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

1 Incl:
Rpt of Invest re subj

DOYLE REES
Lt Col, USAF
District Commander

cy made 14 Dec 48

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KAFB 3557

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	[redacted]
DATE	13 Dec 56
REPORT MADE BY	CHARLES RAFFERTY, Jr.
REPORT MADE AT	SO 67, Kirtland AFB
PERIOD	6 - 9 December 1956
OFFICE OF ORIGIN	SO 67, Kirtland AFB
STATUS	PENDING

TITLE

[redacted]

(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report.

SYNOPSIS

Investigation requested by District Commander, 17th District OSI.

Telephonic report received from General [redacted] Base, Kirtland Field, New Mexico, on 6 December 1956, advised that an Air Force Pilot had observed an unidentified object similar to a green flare on 5 December 1956, at 2105 hours, west of Las Vegas, New Mexico, and again at 2127 hours on the east slope of the Sandia Mountains near Albuquerque, New Mexico. A commercial pilot reported a similar incident at 2135 hours west of Las Vegas, New Mexico.

Pilot of 0-47, AF-[redacted], is identified as Captain A. SOARE, AO-[redacted]. Captain Pilot of Pioneer Flight No. 63 is identified as Mr. ROBERT VAN LIGTH.

New Mexico State Police, Santa Fe, New Mexico, were contacted and had no information to offer reference unusual aerial phenomena.

Mr. E. D. BLACK, Forest Supervisor, Santa Fe National Forest, Santa Fe, New Mexico, stated he has received no reports of incidents of this type during the current year. However, in the summer of 1957 a Mrs. MARGUERITE G. KUHLMAN had made numerous reports to him concerning unusual aerial manifestations in the area from Sierra Ancadilla to Los Alamos, New Mexico.

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SO, HAFB (Action Copy) (1 Incl.)	4	SO, Kirtland AF Base	
OSI, Hq (1 Incl.)	2		
10th District OSI (1 Incl.)	2		
Holloman AFB Det (1 Incl.)	1		
Walker AFB Det (1 Incl.)	1	APPROVED	
File	2	[redacted]	

Incl #1

KAFB 3557

SUMMARY (Continued)

Chief MATT O'REIRE, Chief of Police, Las Vegas, New Mexico, stated he had received no prior reports of unusual occurrences of this type.

Patrolman ROLAND VEE, New Mexico State Police, Las Vegas, New Mexico, stated he had heard a rumor concerning aerial flares in the neighborhood of Las Vegas.

Mrs. JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Las Vegas, New Mexico, stated no night flying conducted from Watson Airport, Las Vegas, and she had heard no rumors concerning aerial flares.

Mr. J. D. MILLER, Chief Aircraft Communicator, CAA Municipal Airport, Las Vegas, New Mexico, stated he had heard of no incident of this nature and, in particular, had received no information from any aircraft on 5 December 1948.

Mr. JOHN J. KINNAN, Mr. E. C. FRANCIS, Mr. C. T. RICE, and Mr. ROY V. SULLIVAN, Aircraft Communicators, CAA, Las Vegas, New Mexico, all stated no previous reports or knowledge of unusual aerial phenomena. These individuals were alerted to report future incidents to the proper investigative agency.

Mr. MILLIS L. WATSON, Manager Pioneer Air Lines, Las Vegas, New Mexico, stated he had heard only a rumor from one of his pilots and knew of no unusual incidents regarding flares or lights in the Las Vegas area. Mr. WATSON stated he would report future incidents to Mr. MILLER of CAA.

Mr. WILLIAM BRATHAM, Ranger, Las Vegas, New Mexico, stated he had no knowledge of any incidents of this type and will submit any future reports to Mr. FLACK in Santa Fe.

Special Agents SEAR and KIMP observed an intense green light in the sky at approximately 13,500 feet altitude near Las Vegas, New Mexico, on 6 December 1948. Agents were unable to identify this object and could not estimate distance or size, since no other object was visible on which to base the comparison.

Col. WILLIAM P. HAYES, stated he has observed an unusual phenomenon, bright, white in color, similar to a miniature sun somewhat larger, larger than a basketball, on three (3) different occasions in the vicinity of Vaughn, New Mexico. First observation was made late in 1947; second observation on 3 or 4 November 1948; third observation on 25 November 1948.

Dr. LINCOLN LA PAZ, Director, Institute of Meteoritics, University of New Mexico, stated that phenomena being investigated could not be explained by him, nor could they be considered as meteors. Dr. LA PAZ

[illegible] (Continued)

mentioned three (3) previous meteoric incidents, the Memphis, Tennessee, incident of 7 May 1948; the Texas Observers' incident of 1948, 7 January, and the very remarkable "fireball" fall of 1948, 3 May, 3:42 a.m., MST, across the Los Alamos reservation which was quickly recovered, but from which no scientist has been secured in spite of careful search. Dr. LINCOLN LA PAZ personally witnessed the occurrence of a similar incident on 12 December 1948, at Las Vegas, N. M. A statement by Dr. LA PAZ is inclosed.

Col. HAROLD A. GUNN, Base Commanding Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Major WILLIAM P. GORDON, 5th Army Intelligence Liaison, Sandia Base, Albuquerque, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Mr. JOSEPH E. TOMLINSON, KMC Security, Sandia Base, observed a green flare directly over Sandia Base at 2255 hours, 6 December 1948.

[redacted]

AT ALBUQUERQUE, NEW MEXICO

1. This investigation proceeded upon verbal request District Commander, 17th District Office of [redacted] Investigations (IG) USAF, Kirtland Air Force Base, Kirtland Field, New Mexico.

2. This is a joint investigation of Special Agents JOHN J. [redacted], Jr., [redacted], [redacted], [redacted], and the writer.

3. On 6 December 1956, Captain JOSEPH [redacted], Security Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, reported the following incidents:

223. At 2130 hours, 5 December 1956, a B-47, Number AF-[redacted], enroute from Lowry Air Force Base, Denver, Colorado, to Williams Air Force Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland Air Force Base, as being approximately ten (10) miles east of Albuquerque. Pilot stated that he had seen a green flare arise from the ground to an altitude of approximately five hundred (500) feet on the east slope of the Sandia Mountains. This incident occurred at about 2127 hours. Pilot stated that he had seen the same type of flare at approximately 2105 hours just west of Las Vegas, New Mexico. No other information was offered by this pilot.

At 2300 hours, 5 December 1956, the Control Tower, Kirtland Air Force Base, contacted Pioneer Air Flight 463, which had just completed a flight from Hermosa, New Mexico, to Las Vegas, to Santa Fe, to Albuquerque, New Mexico. Captain of this flight stated he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot stated he had believed the light to be a shooting star at first, but, upon questioning, stated the opinion that the light was too near the ground to have been a shooting star. Pilot suggested that the light could have been a Very Pistol flare.

223A At 2300 hours, 5 December 1956, Captain VAN ELOTD, pilot of Pioneer Flight 463, reported by telephone to Kirtland Air Force Base Control Tower, stating that when he first saw the light it appeared to be coming straight toward his airplane and added that he had attempted to jerk the airplane from its course to avoid the light. VAN ELOTD said that the light appeared to be coming straight to the ship, then landed off to the ground. The light was pale green and had a pale green tail. Captain VAN ELOTD said he was hesitant about reporting such incidents since they are generally not accepted.

4. On 6 December 1956, [redacted] VAN ELOTD, Captain and Pilot, JOHN [redacted], Copilot, and [redacted], Flight Engineer, all

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civilians, Pioneer Flight 653, were interviewed by Lt. [redacted], USAF. This interview was conducted at Pioneer Airline Operations, Kirtland Air Force Base, Kirtland Field, Sar Ranion. Mr. [redacted] and [redacted] advised that at 2:30 hours, 3 December 1956, they were approaching Las Vegas, Sar Ranion, in a DC-3 type airplane at an altitude of 3,000 feet, with a compass heading of 270 degrees. They observed directly ahead and slightly above their altitude, in the vicinity of the Nellenson Station, a phenomenon which first appeared as a bright white flash, then an object came into view which was described as being a whitish, orange color. This object at first appeared to be moving directly toward their airplane, then veered downward and disappeared from sight. This object was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both Mr. [redacted] and [redacted] were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed this phenomenon. Miss [redacted] stated that she did not observe this object and added that to the best of her knowledge all of the passengers were asleep.

[redacted] It is to be noted that there is a discrepancy in the color of Capt. [redacted]'s initial report and that obtained by interview.

5. On 9 December 1956, Colonel WILLIAM F. [redacted], Infantry, Civilian Component Affairs Officer, Sar Ranion Military District, was interviewed in his office, Building [redacted], Kirtland Air Force Base, Kirtland Field, Sar Ranion. This interview was conducted by Lt. [redacted] J. [redacted], Jr., Lt. [redacted], USAF, and the writer. Colonel [redacted] advised that he had first observed an unusual aerial phenomenon during the latter part of 1947. This occurred in the vicinity of Vaughn, Sar Ranion. The phenomenon appeared to be approximately four or five hundred feet above the ground when first observed and descending slowly and steadily in a vertical manner toward the earth. The object appeared to be slightly larger than a basketball, bright white in color, like a miniature sun. Upon reaching a point approximately two hundred feet above the surface of the earth, the object appeared to explode although no noise was apparent. Colonel [redacted] stopped his automobile and got out to watch the object. At this time the explosion, or disintegration, appeared to be taking place more fully to sixty plus degrees, and still no noise was noticed. At this time the fragments assumed a flery red color and descended toward earth like meteorite sparks, being extinguished before touching the ground. Colonel [redacted] stated that he was on Highway 66 at this time, near a railroad and approximately from the vicinity where the fragments were landing by a train. Colonel [redacted] did not assess the issue or investigate further.

6. Colonel [redacted] advised that on either 3 or 4 December 1956, or again on 23 December 1956, he observed the similar phenomenon as described previously. These observations were in the same vicinity of the original phenomenon on Highway 66, near Vaughn, Sar Ranion. All three of these incidents occurred at approximately [redacted] hours. Col. [redacted]

[redacted] advised that as far as he knew no maneuvers were being held by the [redacted] Guard or the Reserve Units in New Mexico.

[redacted] Colonel [redacted] did not report any of these incidents, but upon receiving information of similar occurrences having been observed, did volunteer the information contained in this report.

7. On 9 December 1948, Dr. LEONARD LA PAZ, Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, was interviewed in his office by Special Agent KELVIN E. [redacted]. Dr. LA PAZ produced his credentials which indicated that during the 2nd World War he was Technical Director, Operations Analysis Section, Hq., 2nd Air Force, and is closely associated in an official capacity with Dr. E. J. LANDERMAN, Executive Director, Committee on Geophysics and Geography, Research and Development Board, Pentagon, Washington, D. C. In connection with this capacity he has a secret and a top secret clearance by the Air Materiel Command, Wright-Patterson Air Force Base, Ohio.

8. Dr. LA PAZ explained the behavior of meteors and stated that those phenomena being investigated could not be explained or be considered as meteors. He advised, in view of the unexplained Memphis, Tennessee, incident, the occurrence at Los Alamos, New Mexico, and the purported meteorite fall in Russia, that has not been explained, that the present phenomena should be investigated and an attempt be made to identify them.

9. On 13 December 1948, Dr. LA PAZ gave a statement concerning an incident, which he witnessed at 3:03 p.m., on 12 December 1948. Dr. LA PAZ's statement is indexed as Incl. No. 1.

10. On 11 December 1948, Major WILLIAM F. [redacted], 4th Army Liaison Intelligence Officer, Kirtland Base, New Mexico, advised S/A H. G. [redacted], that there were no maneuvers in this area, and he [redacted] the use of rockets or flares.

11. On 10 December 1948, Col. HAROLD A. [redacted], Base Commander, Kirtland Air Force Base, Kirtland Field, New Mexico, was interviewed by S/A KELVIN E. [redacted]. Col. [redacted] advised that he knows of no aerial maneuvers, and feels that in the event that there were, he would be so advised.

[redacted] ARIZONA

12. On 7 December 1948, S/A [redacted], reported from Williams Air Base Base, Chandler, Arizona, that Air Force [redacted], Number [redacted], was piloted by [redacted], [redacted]. The co-pilot was determined to be Major [redacted], [redacted], and the Flight Engineer was S/Sgt. [redacted] - (unknown in its entirety). All of the above personnel were reported to be permanently stationed at Randolph Air Force Base, San Antonio, Texas, and were enroute from San Antonio,

[redacted] to Williams Air Force Base, Arizona. Airport's not even departed for Nellis Air Force Base, California, before an interview could be conducted.

[redacted]

13. On 6 December 1948, Captain E. E. WILLIS, New Mexico State Police, State Police Headquarters, Highway 85, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Captain WILLIS stated no reports had been received by his office from any of the State Police outposts throughout the state of New Mexico.

[redacted] Captain WILLIS stated that he would report any incidents of this type to the State Police Office in Albuquerque and request that they contact the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico.

14. On 6 December 1948, Mr. E. B. FLOCK, Forest Supervisor, State Fe National Forest, Federal Court House Building, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Mr. FLOCK stated that he had received no reports of incidents of these types during the current fiscal year, in the summer of 1947, a woman named MARGARET S. HERBERT (1948) F. 6, No. 26), Santa Fe, New Mexico, had reported unusual aerial [illegible] to him on numerous occasions. Mrs. HERBERT, a writer, and her husband were prospecting throughout the State of New Mexico, and on at least five different occasions, during a period of five to six weeks, Mrs. HERBERT had visited Mr. FLOCK and reported having observed objects which she described as being "disc-shaped with a glowing tip" in the sky. No indication was available as to the altitude, size, speed, or frequency of these objects. Mrs. HERBERT stated that she had personally observed these objects from Eagle Annville, New Mexico, to Los Alamos, New Mexico. Mrs. HERBERT is believed to have contacted the military security personnel at Los Alamos Atomic Energy Commission (LAAE) installation, and also to have contacted the Governor of New Mexico reference her observations. It is not believed that Mrs. HERBERT is now residing at Santa Fe.

15. Mr. FLOCK stated that he had alerted his Forest Rangers to watch for unusual lights or objects in the sky, but to date had received no reports from them. Mr. FLOCK recommended that WILLIAM HEATHAN, Forest Ranger, Las Vegas, be contacted for a report of possible activities of this nature in the Las Vegas area.

[redacted] Mr. FLOCK was unusually cooperative and sound-conscious. Mr. FLOCK stated that he would discreetly alert his Rangers again and have them report to him all incidents of this nature immediately. These reports will be transmitted in turn to the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico. Mr. FLOCK stated that he would be able to cooperate by furnishing members of the Office of Special Investigations to make use of temporarily furnished sleep housing, or ranger stations, upon request.

AT LAS VEGAS, NEVADA

1. On 8 December 1948, Mr. [illegible] O'NEIL, Chief of Police, Ninth and University, Las Vegas, Nev Mexico, was interviewed relative reports of unusual aerial phenomena. Chief O'NEIL stated that he had received no reports of this nature and added that this was the first he had heard of possible occurrences in the vicinity of Las Vegas. Chief O'NEIL recommended that [illegible] HILLS III, State Police, be contacted.

2. On 8 December 1948, Patrolman [illegible] HILLS III, Nev Mexico State Police, Nev Mexico County Court House (Old Town), Las Vegas, Nev Mexico, was interviewed relative reports of unusual aerial phenomena. Mr. HILLS stated he had received no reports of this nature and added that only on one occasion had he overheard a conversation about aerial flares in the neighborhood of Las Vegas. This conversation occurred during a meeting of several enforcement agents and Mr. HILLS stated he had no idea who had mentioned the subject. Mr. HILLS stated if he received reports of this type he would report them to the proper Federal agency. Mr. HILLS said that possibly a who owned [illegible] who was flying a plane locally and doing advertising with a loud speaker attached to the plane could have seen lights on the flares claimed to have been seen in the vicinity of Las Vegas.

3. On 8 December 1948, Mrs. JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Nelson Airport, Nev County Road, Las Vegas, Nev Mexico, was interviewed relative reports of flares observed at night in the vicinity of Las Vegas. Mrs. MARSHALL stated that she was the wife of JOSEPH MARSHALL, Owner of Las Vegas Flying Service. Mrs. MARSHALL stated that business was currently slow at the Nelson Airport, due to the establishment of training of student pilots under the G.I. Bill. No flying is conducted at night from this air field. Mrs. MARSHALL added that possibly information could be obtained from the local newspaper office and added that she had heard no reports on flares in the Las Vegas area.

NOTE: Contact was not made with the local newspaper due to a desire of [illegible] publicity about this investigation to a minimum.

4. On 8 December 1948, Mr. J. L. HILLS, Chief Aircraft Inspector, Civil Aeronautics Administration (hereinafter referred to as C.A.A.), Nev 1023, Municipal Airport, Las Vegas, Nev Mexico, was interviewed relative possible previous reports of unusual aerial phenomena. Mr. HILLS stated he had heard of no incident prior to this interview and added that he was very much interested in events of this nature. Mr. HILLS stated he had received no information from any aircraft on 5 December 1948. A check of the C.A.A. records for this date verified this statement. Mr. HILLS stated that beginning immediately he would check the Aircraft's communications to report promptly incidents of this nature to him. These reports would in turn be reported to the Office of Special Investigations, Kirtland AFB, Kirtland Field, New Mexico. If the reports appear to necessitate immediate investigation action, a report will be made to a Federal agent residing in Las Vegas. Mr. HILLS requested that four of

[redacted]

5. On 8 December 1948, Mr. [redacted], Mr. [redacted], Mr. [redacted], and Mr. [redacted], Aircraft Commissioners, C.A.A., Municipal Airport, Las Vegas, Nev. Nevada, were interviewed collectively and informed of the investigation being conducted relative to unusual aerial phenomena. None of these men had received previous reports of this nature. All of them are agreed to maintain this information on a discreet basis and to treat the information as being highly classified. Permission was granted to these four commissioners to brief the two commissioners absent at this time relative the information desired. The two men absent were listed as Mr. [redacted] and Mr. [redacted]. The four commissioners interviewed stated that the only night flying at Municipal Airport, Las Vegas, was by the two commercial airlines located there: Pioneer Airlines and Continental Airlines. It was pointed out that a Mr. [redacted], Commissioner of a flying school located at Municipal Airport was not licensed to fly night flights and was not authorized to permit his students to fly at night. It was further noted that Mr. [redacted], owner of a Piper Super Cruiser used for advertising purposes in the vicinity of Las Vegas, was not licensed to fly at night.

6. On 8 December 1948, Mr. [redacted], Manager, Pioneer Airlines, Municipal Airport, Las Vegas, Nev. Nevada, was interviewed relative reports of unusual aerial phenomena. Mr. [redacted] was interviewed in his home, [redacted] Fourth Street, Las Vegas, Nev. Nevada, and stated that with the exception of a report from one of his Pioneer pilots (Mr. [redacted]) he had heard of no unusual incidents regarding flares or lights in the sky in and around the Las Vegas area. Mr. [redacted] stated that he would stay on the alert in an attempt to gather any future information from pilots of some members of Pioneer Airlines, but stated that he did not feel like confiding in his employees, since they were very youthful and would unknowingly disclose information regarding this investigation. Mr. [redacted] stated that a Mr. V. E. [redacted], home address, [redacted] Ninth Street, Las Vegas, Manager of Continental Airlines was presently out of town but was due to return on Friday, 10 December 1948. Mr. [redacted], upon being requested to do so, stated he would discreetly brief Mr. [redacted] as to the nature of reports desired, and would impress Mr. [redacted] as to the confidential classification of this investigation. Mr. [redacted] concluded by stating that any information he obtained, and information obtained by Mr. [redacted], would be reported to Mr. [redacted] of C.A.A. for subsequent transmittal to the proper investigation agency.

7. On 8 December 1948, Mr. [redacted], Manager, Civil Aeronautics Branch Service, Federal Post Office Building, Las Vegas, Nev. Nevada, was interviewed relative possible previous reports of unusual aerial phenomena. Mr. [redacted] stated that at no time in the past since his assignment to Las Vegas in February 1948 had he received any report or observed any incident regarding occurrence of this nature. Mr. [redacted] said he would report any future incidents of this type to Mr. [redacted] in Salt Lake City, for subsequent transmittal to the investigation agency concerned.

I

[redacted]

This is a joint investigation conducted by Special Agents [redacted] J. [redacted], Jr. and [redacted] in [redacted].

At [redacted] on 8 December 1948, Special Agents [redacted] and [redacted], both rated pilots, took off from Kirtland Air Force Base, Albuquerque, New Mexico, in a B-[redacted] type aircraft. At 1800 while flying at an indicated altitude of 21,500 feet, and on level, approximately 5,000 feet above Manzano, a strange phenomenon was observed. The outer portion of the aircraft at the time of the observation was [redacted] feet - [redacted] feet, approximately twenty (20) miles east of the Los Vegas, New Mexico, radio range station. At the time of the observation the aircraft was flying on a compass course of [redacted], the indicated airspeed was one hundred sixty (160) miles per hour and the ground speed was approximately one hundred sixty miles per hour. Special Agent [redacted] was flying as pilot and seated on the left side of the cockpit. Special Agent [redacted] was flying as copilot and was seated on the right side of the cockpit. Special Agent [redacted] first observed the phenomenon and a split second later Special Agent [redacted] saw it. At an indicated altitude of 1,000 feet higher than the airplane or 22,500 feet above sea level, a brilliant green light was observed coming toward the airplane at a rapid rate of speed from approximately [redacted] to the left of center, from [redacted] to [redacted]. The object was similar in appearance to shooting green flare of a type used in the Air Force. However, the light was much more intense and the object appeared to be considerably larger than a normal flare. No attempt was made to judge of the distance or the size of the object since no other object was visible upon which to base a comparison. The object was definitely larger and more brilliant than a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon lasted approximately ten (10) seconds at the end of which the object seemed to burn out. The trajectory then dropped off rapidly and a trail of flaming fragments resembling orange in color was observed falling toward the ground. The fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very moment it lighted and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split second before disappearing.

Weather at flight altitude was as follows: ceiling unlimited, visibility [redacted] miles of cumulus (7/8) clouds, [redacted] 30 miles per hour from [redacted]. The wind in the first half, was approximately half up to its peak and gusty, or to the right of center. [redacted] weather observation at Los Vegas, New Mexico, was ceiling 30 miles, visibility, temperature [redacted], dew point [redacted], the wind from the [redacted] at 6 miles per hour, the altimeter setting [redacted] inches of mercury. After the occurrence the aircraft remained in the area visually for approximately one and one-half hours but no further phenomena were observed.

On 9 December 1948, Special Agent [redacted], accompanied by a crew chief took off from Kirtland Air Force Base at 1400 and flew to the area where the phenomena had been observed the previous evening. A search north of the Manzano, both where the phenomena was observed and in the direction from

which it had appeared, was made. The terrain is barren and rough, and covered by numerous dry washes and shallow canyons. Two or three widely separated buildings, apparently small ranch houses were noticed in the area. It appears that the land may be used for limited cattle ranging. There are no indications of cultivation. The aircraft remained in the vicinity for several hours after sunset but no further phenomena was observed. The weather conditions at flight altitude were high scattered cirrus clouds above 35,000 feet and visibility in excess of 10 miles.

On 11 December 1948, Mr. JOSEPH H. TOULOUSE, A.E.C. Security Representative, Sandia Base, gave Special Agent [redacted] the following statement:

Statement

At approximately [redacted] Thursday of 6 December 1948, I observed a definite greenish flare in the sky almost directly overhead at Sandia Base. At the time of the flare I was driving west on D Street and had made the Stop sign at the Main Street. The flare appeared in the upper right hand corner of the windshield of the car slightly to the northwest.

The flare was approximately one-third the diameter of the moon and a slight arch seemed falling from east to west. The flaming tail appeared during this arch. The entire phenomenon lasted possibly two to three seconds after which it vanished.

Joseph H. Toulouse
A.E.C. Security
Sandia Base

DISTRIBUTION

FOR CO, KIRTLAND AFB:
Signed statement of Dr. LINCOLN LA PAZ dated at Albuquerque, New Mexico, 13 December 1948.

FOR COL. [illegible], WASHINGTON, D.C.:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR DO AIR, HILL AFB:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR [redacted] AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR [redacted] AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

UNDEVELOPED LEADS

DISTRICT OFFICE #47, KIRTLAND AFB

AT SANTA FE, NEW MEXICO

Will interview Mrs. MADELINE G. MINCHART, Box 263, reference reports made by her to Mr. FLOOK, Forest Supervisor, Santa Fe National Forest, during the summer of 1947. Any recent activities concerning aerial phenomena observed by Mrs. MINCHART will be obtained.

AT LOS ALAMOS, NEW MEXICO

Will interview the Chief of the Security Section, Los Alamos Atomic Energy Commission Installation reference reports made to that organization by Mrs. MADELINE MINCHART in 1947 and possibly in 1948. Will further ascertain [redacted] the Chief of Security if any other reports of unusual aerial phenomena [redacted] been [redacted] in the Los Alamos Atomic Energy Commission Installation.

AT HOLMES AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

AT KIRTLAND AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

DISTRICT OFFICE #20, SAN ANTONIO, TEXAS

AT SAN ANTONIO, TEXAS

Will interview Captain Gaede, Major Carter and Sgt Wilton concerning the flares, meteors or phenomenon observed by them at Las Vegas and on the eastern slope of the Sandia Mountains, New Mexico, on 5 December 1948, while enroute from Lowry AFB, Denver, Colorado, to Williams AFB, Chandler, Arizona.

AT EL PASO, TEXAS

Will determine whether or not Biggs AFB has been engaged in aerial maneuvers involving the use of aerial flares or similar devices.

- FINIS -

ENCLOSURE No. 1 TO INVESTIGATIVE REPORT [illegible], 17th DIRECTOR OSI.

Report on incident of 1948, December 12, 9h. 0m. / 30s., near Point observation Point (Desert), New Mexico. (Approximately 15 miles north and 5 miles west of Las Vegas, New Mexico.

The report of this incident should be prefaced with a statement of the fact that beginning on evening of December 9th, and as a direct result of the conference held on afternoon of December 9th with S/A Melvin L. Roof, the writer began systematic observations of the Zenith meteor shower, the only one of the recognized annual meteor showers active at this time. In spite of the not to unusual nature of the observation reported to me by S/A Roof (and of similar observations made known to me at the conference called by Col. Boyle here on December 11th), I felt certain that the observed phenomena somehow must be connected with the Zenith meteors which reach their maximum activity between December 10th and 12th, but are frequently seen in considerable numbers as early as December 3 - 4. However, visual observations made between the evening of December 9th and the morning of December 12th only served to confirm a statement made on December 9th to S/A Roof, viz., that the Zenith are not one of the showers producing numbers of extremely bright fireballs (of size Hodgkins Meteor, Science Ed Climate, Harvard Index on Action Station, p. 136 (1951)), and that I did not recall ever having seen a green Zenith fireball or though Zenith and Nitch and Nitch and to Zenith had consistently been noted. This latter information was checked after my observations of December 9 - 12 were completed by an analysis of the colors assigned to all meteors both Zenith and non-Zenith that I have observed during periods of Zenith activity since December 1, 1945. A total of 4[illegible] such meteors had color reported and many of these were indicated as either green or greenish.

With the above preface, I proceed to an account of the incident of December 12. Shortly before 9 on the evening of this date a staff car driven by 1Lt. Allen Clark of Kirtland Base left Las Vegas bound for Santa Fe. Clark had as passengers Major G. L. Phillips and the undersigned. Phillips was in the back seat and I was in the right front seat. Just before reaching Lamy, New Mexico, the car passed through a cut and came out on a down grade finding approximately westward. On emerging from this cut a clear view to the right toward the north and northwest was afforded. I was watching the sky as I had been since darkness fell and my attention was directed to an area about 15° west of Polaris when, by indirect vision I became aware of a very bright green ball (apparent angular diameter 2°) to the right of the area in the center of my field of view, moving from east to west very low on the horizon. Jerking my arm to the right and pointing with my right hand I shouted, "Look", four times. (The fact that I point and repeated the word 4 times has been checked by both of my companions and remembered of my actions and speech, that by an Eglin AF observer at Eglin AF Base the moment of appearance of the green ball, and that measure of the duration of this fireball, ranging from 1.1 seconds to 4.3 seconds.

Incl # 2

KMFB 3567

The path of the green ball was almost exactly horizontal (Altitude estimated as only 3 or 4 degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Venus (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path developed the magnitude of the fireball rose slightly and it broke up into three or four smaller, but still bright green fragments which disappeared almost instantly.

14. Clark stopped the car the moment the fireball disappeared, spun it around and drove back into the city then turned and parked at the exact point where I first yelled "Look". Here the time as read immediately from a watch I had set at noon on December 12 with the master clock in the Santa Fe RR Station at Las Vegas, New Mexico, was [illegible] as nearly as could be determined. Assuming that Clark's maneuvers with the car took between half a minute and a minute and a half the actual time of appearance was between [illegible] and [illegible]. I believe the earlier of these times is the more probable.

At the point where 14. Clark stopped, an arrow was scratched in the shoulder of the roadway directed toward the point where the green fireball disappeared and white rocks were used to border this arrow. While performing this operation and for many minutes thereafter we stood outside the car and listened for meteoritic detonations or rumblings, but absolutely nothing was heard. (There was no appreciable interference from traffic noise.)

At approximately 9:30 p.m., we reentered the staff car and drove first to Santa Fe (where we fruitlessly attempted to get in touch with night guards on duty at New Mexico State Prison in the hope of obtaining an additional line of sight to the point where the green ball had disappeared); and then to Los Alamos where I reported to Col. Dorrill and other security officials what we had observed. Through their aid it was determined that what was unquestionably the same green ball seen by us had also been observed by at least two of the night guards at Los Alamos.

During the entire night of the 12th, meteors of all magnitudes from the first to the fifth and of various colors (with white and yellow predominating and with no evidence of green) were consistently seen emanating from the Geminid radiant. This radiant was well above the horizon even at the time of the Starvation Peak incident. Consequently, the apparent paths of the meteors from the radiant appeared as luminous arcs of great circles diverging from the radiant point and passing downward to intersect the horizon under angles always large and for the most part approaching 90°, in value. In the sharpest contrast, the path of the bright green fireball seen [redacted] was very nearly, if

not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Subject to discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at the Los Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December, I am now convinced the various "green Flare" incidents reported to the O.S.I. are not meteoric in nature.

This is a written statement given by Dr. Le Fan in his own words.

THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

Institute of Meteoritics

December 13, 1948

To: Lt. Colonel Boyle Dean, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena

Pursuant to conversations with Captain Huff under date of December 8, I should like to review the various luminous incidents which have been brought to my attention either as Director of the Institute of Meteoritics, University of New Mexico, or as Director of the Southwest section of the American Meteor Society or through official channels such as those more specifically described hereinafter. After reviewing these instances, certain recommendations for more detailed investigations of the phenomena in question will be made in accordance with your request.

1. The writer's experience in observation of meteoritic phenomena dates from 1924 when he began as an observing member of the American Meteor Society. In addition to my own experience, I am able to rely also on that of many other specialists in this field. On the basis of all available observational evidence, it can be stated that an extraordinarily large number of fireballs has been reported recently, not only to the agencies that I direct but to other groups engaging in meteoritic studies. In spite of well organized and persistent field searches conducted, not only by the Institute of Meteoritics but also by other organizations, there has been only one case in which the actual recovery of fallen meteorites served to confirm the supposed meteoritic origin of an observed "fireball."

2. In addition to the evidence set forth in the preceding paragraph, the unexplained has on several occasions been requested by agencies, both military and civilian, to express an opinion upon, or to actively investigate the occurrence of luminous phenomena, especially of meteoritic nature, but of such questionable character that this explanation cannot be accepted without qualification. In this connection, I should like to call attention to Colonel V. A. Simpson's letters to me under date of 23 June and 20 July 1948 and Dr. H. H. Lundebourg's letter to me under date of 30 March 1948, copies of which are enclosed herewith.

3. The incidents referred to in the above paragraphs, considered in connection with the special inquiry of the Office of Special Investigations under date of 10 December 1948, are of such puzzling nature, and may conceivably be of such serious import that I should like to make certain recommendations for a systematic study of all such incidents.

Incl #3

KAFB 557

3. First, it is recommended that orders be issued directing all U.S.A.F. night guards and other persons on night duty on the ground or in the air to immediately report any luminous phenomena which they may observe and which they have any reason to believe are not the result of an ordinary meteor (shooting star) fall. The same orders should be issued to these members of the service on duty by day with the qualification that they do not report luminous objects directly traceable to reflections from meteorological balloons, or from the metal surfaces of airplanes.

Second, it is recommended that steps be taken to secure a similar report from the Nevada guards on duty at Double Base, Kirtland Air Base, Los Alamos, and at other installations throughout New Mexico. In this connection, I should like to note that the Institute has received excellent cooperation from the New Mexico Wing of the Civil Air Patrol, Fish Forest Rangers, and fire night guards of the New Mexico Forestry Service.

Third, it is recommended that the Institute of Meteorites be given official authorization to make public in newspapers and over radio-television requests for observations of "fireballs." Such authorizations would seem to be necessary since reports of the nature alluded to, transmitted through Dr. Hurd Farley, Director of the University of New Mexico News Bureau to newspapers throughout New Mexico, in connection with the Las Vegas incident of 1949-50, on the night of 5 December 1950, were not published, apparently because of pressure from other agencies also investigating this occurrence.

Fourth, it is recommended finally that where sufficient observations have been obtained to permit a determination of the probable area of fall, upon the assumption that the incident under investigation is actually meteoritic in nature, a thorough-going field search be conducted in this area in the hope of recovering fallen meteorites and of thus establishing once and for all the true nature of the incident. In this connection, some provision should be made for putting into the area of fall radio-equipped vehicles, planes and ground searchers. Our experience, even in the difficult New Mexico terrain in that with these groups cooperating, an exhaustive search of an area of large size can be speedily completed.

In conclusion, I should like to point out that the staff of the Institute of Meteorites is eager to cooperate in all such investigations as have been suggested above, subject only to authorization to do so from the President of the University of New Mexico. Such authorization will unquestionably be forthcoming, provided only an official request for Institute of Meteorites participation in investigations specified to be of importance to the national defense is made of President Tom L. Popejoy.

/s/ Lincoln La Paz

x x x x

INCIDENT NO. 224

1. Date of Observation 8 Dec 1948 Date of Interview [illegible]

2. Exact time (local) 1833

3. Place of Observation 20 miles east of Las Vegas, N. M.

4. Position of observer from plane at 5,000 ft above earth (11,500 ft above sea level) 35° 31' N - 104° 51' W. Airspeed: 190 MPH

5. What attracted attention to object? Brilliant green light

6. Number of objects 1

7. Apparent size Considerably larger than that of a normal flare, meteor or shooting star

8. Color of object Intense green

9. Shape similar to flare (round)

10. Altitude 13,500 above sea level, 7,000 ft above earth (approx 2,000 ft higher than plane)

11. Direction from observer

12. Distance from observer Could not be estimated

13. Direction of flight of object 60° ENE to 240° W

14. Time in sight 2 seconds

15. Speed Very rapid

16. Sound and odor S O N/S

17. Trail Red trail of glowing fragments, reddish orange in color which fell toward the ground

18. Luminosity Light more intense than normal flare

19. Projections

20. Maneuvers M Observed a flat trajectory - almost parallel to the earth; trajectory dropped off rapidly and a trail of glowing fragments observed to fall

21. Manner of disappearance Burned out

22. Effect on clouds

23. Difficulties due to weather and typical meteors. See Incident 227 re significant weather conditions. CAVU - minimum of 75 miles, wind 30 MPH from 310°. Moon approx 1/2 up to south and south or right of course

over)

Incident: 224

Name and address of observer: S/A STAHL & [redacted]

Occupation and hobbies: Special Agents

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE OF ACT: At 1745 on 6 Dec 48, Special Agents STAHL and [redacted], both rated pilots, took off from Kirtland AF Base in a T-7 type aircraft. At 1833 while flying at an indicated altitude of 11,500 feet, mean sea level, approximately 5,000 feet above terrain, a strange phenomenon was observed. Exact position of the aircraft at time of observation was 35° 31' N - 104° 51' W, approximately 20 miles east of Las Vegas, N. M., radio [redacted] station. Aircraft was on a compass course of 90°, indicated airspeed was 160 MPH and ground speed approx 190 MPH. S/A STAHL was pilot and seated on the left side of cockpit. S/A [redacted] first observed the object and a split second later S/A STAHL saw it. Object was 2,000 feet higher than the plane or 13,500 feet above mean sea level and was approaching their plane at a rapid rate of speed from approximately 30° to [redacted] left of course, from 60° [redacted], to 240° WSW. The object was similar in appearance to a burning green flare of common use in [redacted] Forces. However, the light was much more intense and the object appeared considerably larger than a [redacted] flare. No estimate could be [redacted] of the distance or size of the object since no other object was visible upon which to base a comparison. It was definitely larger [redacted] a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon lasted approximately 2 seconds at the [redacted] of which time the object seemed to burn out. The trajectory then dropped off rapidly and a trail of glowing fragments reddish orange in color was observed falling toward the ground. These fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very moment it ignited and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split [redacted] before observation. (See "e" under "Significant Differences Between the Fireballs Observed in the Interval Dec 5-13 & Typical Meteors" - Incident 227). See also Incidents 239 and 223 for details.

INCIDENT SUMMARY SHEET

Latter part of 47 Incident No. 225

1. Date and Time of Observation: 3 or 4th Nov 48 - 2130 hours & 23 Nov 48 (All sightings occurred approx 2200 hours)
2. Where Sighted: 10 miles east of Vaughn, N. M. - Highway 60 on 3 or 4th Nov 48
3. Observer's Position: ground - while driving (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Col W. P. Hayes, Inf., Executive, New Mexico Military District
5. Occupation and/or hobbies: As above
6. Attention Attracted by: N/S
7. Number of Object(s) Seen: 1
8. Size of Object(s): 1 foot in diameter
9. Color of Object(s): bright white changing to bright fiery red color as it exploded
10. Shape (Sketch if Possible) ball
11. Nature of Luminosity: "like miniature sun" (directed beam of light?)
12. Altitude of Object: (estimated) From 500 ft when first observed to 100-200 ft from ground where it burst in a spray of reddish color
13. Estimated Distance of Object from Observer: 40 to 60 yds on one sighting and about 400 yds at another
14. Estimated Speed of Object: Slow descent
15. Time in Sight: N/S - Had time to get out of car and watch object which appeared to explode 40 to 60 yds in front of him at an altitude of 200 ft.
16. Tactics: slow vertical descent
17. Sound Made by Object(s): none - although he was within 40 to 60 yds of obj. & outside of car. See "Details" at Albuquerque, N.M.
18. Direction of Flight of Object(s) Vertical descent
19. Apparent Construction: fireball
20. Effect on Clouds: N/S - weather clear
21. Exhaust Trail (Color of): N/S
22. Manner of Disappearance: exploded - fragments assuming a fiery red color which descended toward earth like numerous sparks but extinguished before reaching ground
23. Weather Conditions at Time of Sighting: Clear
24. Peculiarities Noted: Noticed always around 2200 hours - in the vicinity of Vaughn - Highway 60
25. Summary of Incident: (over)

(See attached page)

Incident: 225

Colonel Hayes first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, N. M. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vertical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200 feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col Hayes was on Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

On 3 or 4 Nov 48 at approximately 2130 hours he observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground - this occurred about 400 yards north of the road on which he was driving - 10 miles east of Vaughn, N. M. - Highway 60.

On 23 Nov 1948 at approximately 2130 hours. Col Hayes was driving west on Highway 60 - approximately 10 miles west of Vaughn, N. M. He again observed a ball of light descending vertically. It burst 100-200 feet from the ground - Conditions and appearance were the same as on 3 and 4th Nov.

Col Hayes

On the last 2 sightings/saw no aircraft and heard no sound which is understandable since he was traveling in a closed automobile. Weather conditions were clear.

EVALUATION B-2.

See Incident # 223 for details

12-694

CONFIDENTIAL

HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

452.1 AMAIS

20 December 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject as above and to Control No. A-1917.

2. Attached Summary of Information, same subject as above, this Headquarters, dated 20 December 1948, is forwarded for your information and any action deemed necessary.

[redacted]

Eustis L. Poland
EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

1 Incl
As stated

DENT NO. 225

225

CONFIDENTIAL

CONFIDENTIAL

SUMMARY OF INFORMATION

DATE: 20 December 1948

PREPARING OFFICE: Office of the AC of S, G-2, Headquarters Fourth Army, Fort Sam Houston, Texas

SUBJECT: Unconventional Aircraft

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

The following information has been received from the Fourth Army Intelligence Liaison Officer, Sandia Base, Albuquerque, New Mexico, dated 6 December 1948:

"Colonel W. P. Hayes, Inf., Executive, New Mexico Military District reports as follows:

"'On 3 or 4 November 1948 at approximately 2130 hours, I observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground. This occurred about 400 yards north of the road on which I was driving. The location was approximately 10 miles east of Vaughn, New Mexico, on Highway 60. (B-2)

"'On 23 November 1948 at approximately 2130 hours, I was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. I observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3 - 4 November.' (B-2)

"Colonel Hayes stated that he did not report the incidents as he thought they might have been connected with some Air Force exercises. He further stated that he heard no sound or saw no aircraft during either incident, which is understandable as he was travelling in a closed automobile. Weather conditions were clear." (B-2)

DENTIFIED 225

225

DISTRIBUTION: CG, AMC; BID, El Paso; File.

WD AGO FORM 47 568

CONFIDENTIAL

INCIDENT SUMMARY SHEET

Incident No. 226

1. Date and Time of Observation: 6 December 1948 approx 2255 in the evening

2. Where Sighted: Sandia Base, Albuquerque, N. M.

3. Observer's Position: ground - while driving west on "D" St.
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr Joe Toulouse, Security Section, Sandia Base, Albuquerque, N. M.

5. Occupation and/or hobbies: N/S - see above

6. Attention Attracted by: Saw light on windshield

7. Number of Object(s) Seen: 1

8. Size of Object(s): Approximately 1/3 the diameter of the moon

9. Color of Object(s): greenish

10. Shape (Sketch if Possible) ~~N/S~~ - like flare (Ba

11. Nature of Luminosity: Like flare
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: N/S

15. Time in Sight: 2 to 3 seconds

16. Tactics: Slight arc falling from east to west

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) east to west

19. Apparent Construction: like flare

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): flaming tail appeared during arc

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Greenish hue

25. Summary of Incident: (over)
(See attached page)

Incident: 226

At approximately 2255 the evening of 6 December 1948, Mr Joseph H. Toulouse, A. E. C. Security, Sandia Base, observed a definite greenish flare in the sky almost directly overhead of Sandia Base At the time he was driving west on "D" Street and had arrived at a Stop sign at Main Street. The flare appeared in the upper right hand corner of the windshield slightly to the northwest.

It was approximately 1/3 the diameter of the moon and a slight arc ensued falling from east to west. The flaming tail appeared during the arc. The entire phenomenon lasted possibly two to three seconds after which it vanished.

See Incident #223 for details

INCIDENT SUMMARY SHEET

Incident No. 227

1. Date and Time of Observation: 12 Dec 1948 Approx 9:00 1 m. 30 s & 9:00 2 m. 30s.

2. Where Sighted: Near Bernal, New Mexico

3. Observer's Position: ground - right front seat of car
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Dr La Paz, Director, Institute of Meteoritics, University of New Mexico

5. Occupation and/or hobbies: Astronomer

6. Attention Attracted by: indirect vision

7. Number of Object(s) Seen: 1

8. Size of Object(s): Apparent angular diameter 5'

9. Color of Object(s): very bright green

10. Shape (Sketch if Possible) ball

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object: 8 to 10 miles altitude
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: Either 8 to 12 miles or 3 to 6 miles per second depending on the duration estimate used

15. Time in Sight: 2.1 to 2.3 seconds

16. Tactics: Observed almost exact horizontal flight until a 1/10th second before disappearance when a slight but definite curvature downward was noticed.

17. Sound Made by Object(s): none noticed

18. Direction of Flight of Object(s) east to west - very low on the horizon

19. Apparent Construction: "fireball"

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): No trail noticed

22. Manner of Disappearance: Exploded into four smaller bright green fragments which quickly disappeared

23. Weather Conditions at Time of Sighting: Clear

24. Peculiarities Noted: See "Significant Differences Between the Fireballs Observed in the Interval 5-13 Dec and Typical Meteors" by Dr La Paz.

25. Summary of Incident: (over)

(See attached page)

Dr La Paz's attention was directed to an area about 15° west of X-Cygni when by indirect vision he became aware of a very bright green ball (apparent angular diameter 5') to the right of the area in his center field of view which was moving from east to west very low on the horizon. Shouting "Look" to his companions (Maj C. L. Phillips, AF-CAP Liaison Officer, Kirtland Fld., Lt Allen Clark, Intel Officer, S. Mex. Wing CAP, and Inspectors Jeffers and Rehkopf, AEC Security Service (Los Alamos, N. M.) who then timed duration of fireball which ranged from 2.1 seconds to 2.3 sec. The path of the green ball was almost exactly horizontal (altitude estimated as only 3 or 4 degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Sirius (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path developed, the magnitude of the fireball rose slightly and it broke up into three or four smaller but still bright green fragments which disappeared almost instantly. Although Lt Clark stopped the car the moment the fireball disappeared and the occupants then stood outside the car and listened for meteoritic detonations or rumblings, nothing was heard. Two night guards at Los Alamos had also witnessed the phenomena simultaneously. The green fireball of December 12th, 9 h 2m plus or minus 30s appeared very near a point with the coordinates Latitude 35° 50' Longitude 1 4° 40' and disappeared near a point with the coordinates Latitude 35° 45', Longitude 107° 5', traversing a nearly or exactly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 8 to 10 miles, depending on the estimate of angular altitude employed in the reduction. The velocity with respect to the earth works out at between 6 to 12 miles a second - depending on the duration estimate used. It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Bernal and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 6 miles a second. While there is thus considerable uncertainty because of the lack of confirming azimuth observations from a third station, the concordance in the five (5) different estimates of angular elevation make it most unlikely that the linear height of the fireball was much less than 8 miles and much more than 10 miles. It is interesting to observe that the backward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation.

During the entire night of the 12th, meteors of all magnitudes from the first to the fifth and of various colors (with white and yellow predominating and with no evidence of green were occasionally seen emanating from the Gemini radiant. This radiant was well above the horizon even at the time of the Starvation Peak incident. (near Bernal, N. M.) Consequently, the apparent paths of the meteors from the radiant appeared as

luminous arcs of great circles diverging from the radiant point and passing downward to intersect the horizon under angles always large and for the most part approaching 90° in value. In sharpest contract, the path of the bright green fireball seen from near Starvation Peak was very nearly, if not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Subject to discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at the New Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December, I am now convinced the various "green Flare" incidents reported to the O. S. I. are <u>not</u> meteoric in nature. See Incidents: 225, 226, 223, 223a, 224, 230

<u>Significant Differences Between the Fireballs Observed in the Intervall December 5-13 and Typical Meteors:</u>

a. The horizontal nature of the paths of most of the December fireballs is most unusual. Genuine meteors are rarely observed to move in horizontal paths.

b. The very low height of the December fireball discussed in Section 2 above sets it off in sharp contrast from the genuine meteors for which heights of the order of 40 or more miles are normally observed.

c. The velocity determined for the fireball of December 12 is much less than the velocities determined from typical meteors (and yet is considerably greater than the speeds of the V-2 Rockets or jet planes or of conventional flares).

d. In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 12, the observed luminous phenomena are always accompanied by very violent noises. No noises whatever have been observed in connection with the various December fireballs so far investigated.

e. Genuine meteors normally show remarkable variations in brightness beginning as fine thin hair lines, which are scarcely visible to the observer and then brightening up to flash out near the end of their paths. In the case of the December fireballs, most of the observers have reported that the green balls appeared almost instantly at their full brightness.

f. In the case of genuine meteors the paths are directed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of admissible approach sectors show that there is a very pronounced tendency for the paths to come in from the north half of the sky.

g. The three groups of anomalous greenish luminous phenomena show a curious association with well known meteor showers, although none

of these meteor showers normally produce extremely bright green fireballs such as those recently observed. For example, the observation mentioned by Mr Monnig (Incident 231) appeared near the maximum of the Quadrantid shower of early January. Mr McCullough's observation of August was near the time of the Perseid shower (Incident 230) and the December observations (223, 223a 224, 226, 227, 611) fell in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

h. As noted in an earlier communication the remarkably vivid green color reported for most of the December fireballs is rarely observed in the case of genuine meteors. By laboratory test this peculiar color seems to be identical with that given off by copper salts in the blowpipe flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5218$ A.

i. The duration estimates of between 2 and 3 seconds reported for the green fireballs are considerably longer than those (0.4 - 0.5 seconds) for the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a genuine meteorite fall (5 to 30 seconds or even longer).

j. None of the green fireballs seem to have a train of sparks or a dust cloud following. This contrasts sharply with the behavior noted in case of meteoric fireballs - particularly those that penetrate to the very low levels where the green fireball of December 12 was observed.

NOTE: Inquiry at Holloman AF Base, Alamagordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted.

See Incident 223, 229 for further details

INCLOSURE NO. 227 A

1. Date of Observation 12 Dec 1948 Date of Interview 31 Jan 1949

2. Exact time (local)

3. Place of Observation Monte Vista, Colorado

4. Position of observer ground

5. What attracted attention to object? -

6. Number of objects 1

7. Apparent size

8. Color of object green

9. Shape fireball

10. Altitude

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight

15. Speed

16. Sound and color

17. Trail

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on clouds

23. Additional information concerning object Object again had the appearance of a bright green falling star

24. Weather conditions

(over)

Name and address of observer: Mr Harold M. Wright. 315 Barfield Bldg. Amarillo, Texas

Occupation and hobbies: N/S

Comments of Interrogator relative to intelligence and character of observer(s): To the interviewing agent WRIGHT appeared above-average in intelligence. Agent did not believe the sightings were figments of WRIGHT's imagination.

[illegible]: Mr WRIGHT who had previously seen fireballs on 12 Sept 1948 (Incident 247), and again on 5 Dec 1948 (Incident 223D) again witnessed phenomenon on 12 Dec 1948 in the company of a Mr CHARLES ELLIOTT, St Louis Valley Cooperative, Monte Vista, Colorado. Fireball was seen in the vicinity of Monte Vista, Colorado and again had the appearance of a bright green falling star. WRIGHT described the phenomena [redacted] best [redacted] his ability but was unable to give concrete details regarding size, shape, location, etc.

INCIDENT SUMMARY SHEET

Incident No. 228

1. Date and Time of Observation:

2. Where Sighted:

3. Observer's Position:
   (i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr. C.E. Werner
   1000 6th Ave. Freedom Pa.

5. Occupation and/or hobbies:

6. Attention Attracted by:

7. Number of Object(s) Seen: Further Infromation Not received to date.

8. Size of Object(s):

9. Color of Object(s):

10. Shape (Sketch if Possible)

11. Nature of Luminosity:
    (directed beam of light?)

12. Altitude of Object:
    (estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
    (See attached page)

INCIDENT SUMMARY SHEET

Incident No. 283A

1. Date and Time of Observation:

2. Where Sighted:

3. Observer's Position:
   (i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: [redacted] Mr. T. Hilderbrand
   Rd. 2 , Marion Hill, New Brighton, Pa.

5. Occupation and/or hobbies:

6. Attention Attracted by:

7. Number of Object(s) Seen:

8. Size of Object(s):

9. Color of Object(s):

10. Shape (Sketch if Possible)

11. Nature of Luminosity:
    (directed beam of light?)

12. Altitude of Object:
    (estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
    (See attached page)

Project "SIGN"

5D OSI NCIAWD-3 26 Dec 48 1.
Attn:

1. This office is in receipt of a communication reporting the sighting of an unidentified aerial phenomena during the week of 20 December 1948 by

a. Mr C. R. Werner
1006th Ave
Freedom, Pa.

b. Mr T. Hildebrand
R. D. #2, Marion Hill
New Brighton, Pa.

2. The above are employed at the Spang-Chalfont Steel Tube Plant, and were working in the train yards at the time of the sighting.

3. It is requested your office initiate an investigation of this incident.

4. As an aid to the investigating officer in recording the desired data a copy of our Essential Elements of Information is inclosed.

1 Incl
1. EEI

M. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Dept

BWT/aw
6-5310

RESTRICTED

INCIDENT SUMMARY SHEET

Incident No. 229

1. Date and Time of Observation: 13 Dec 48

2. Where Sighted: South Bay Florida

3. Observer's Position: Ground (With Binoculars)
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: n/a

5. Occupation and/or hobbies: n/a

6. Attention Attracted by: n/a

7. Number of Object(s) Seen: n/a

8. Size of Object(s): n/a

9. Color of Object(s): Red Blue Yellow

10. Shape (Sketch if Possible) Like circle or halo of stars surrounding a blazing star.

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident: Complete investigation not being carried out due to [redacted] sketchiness of report.

INCIDENT SUMMARY SHEET

Incident No. 229A

1. Date and Time of Observation: 14 Dec 1948

2. Where Sighted: Rivera Beach Florida

3. Observer's Position:
(i. e., ground, air, control tower, etc.) Ground (With Binoculars)

4. Name and Address of Observer: n/a

5. Occupation and/or hobbies: n/a

6. Attention Attracted by: n/a

7. Number of Object(s) Seen: n/a

8. Size of Object(s): 20 foot

9. Color of Object(s): Silver with big white spot.

10. Shape (Sketch if Possible) Like large kite.

11. Nature of Luminosity:
(directed beam of light?)

12. Attitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics: Dodged skid and speeded up.

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
([redacted]) Complete investigation not being made due to sensorness of intial report.

nual Christmas mail is sorted by "Santa" in

It's a Kite! It's a Blimp!—What Is It?

From Mac Donald

Miami Herald 17 Dec 42

Odd Phenomenon Seen In Sky

People are seeing odd things in Florida skies again.

It's nothing so monotonous as flying saucers or blazing meteors, though. This time it's a "burning planet" at South Bay and something that looks like a "great, big kite" at Riviera Beach.

Several persons at South Bay described a Monday night sight that looked as if "one of the larger planets was on fire with the light blazing up and dying down."

"Observed through field glasses, the phenomenon was beautifully colored in reds, blues and yellows," one witness said.

Several enterprising spectators even looked at the thing through binoculars. They reported it looked like a circle or halo of stars surrounding a blazing star.

At Riviera Beach, several persons, including a fireman and a special deputy happened to be looking out over the ocean about dusk Tuesday.

"We saw a strange flying object," they reported. "It was silver colored, with a big white spot on it, like an a[illegible] marking. It was a long way off but it looked to be about 20 feet across.

"It looked like a great, big kite," they said.

It couldn't be a blimp, they decided. The way it dodged, slid and speeded up was very unblimplike.

The Miami Weather Bureau didn't know anything about it, and the Navy stated emphatically that it was not to blame for either of the incidents.

221

INCIDENT SUMMARY SHEET

Incident No. 230

1. Date and Time of Observation: 4 Aug 1948 - Between 2 & 3 A. M.
2. Where Sighted: North Powder, Oregon - 2-1/2 miles north of
3. Observer's Position. (i. e., ground, air, control tower, etc.) ground
4. Name and Address of Observer: J. B. McCullough, P. O. Box 2776, Boise, Idaho
5. Occupation and/or hobbies: N/S
6. Attention Attracted by: N/S
7. Number of Object(s) Seen: 1
8. Size of Object(s): N/S
9. Color of Object(s): High tensity of green possibly on light-green side
10. Shape (Sketch if Possible) N/S - "Fireball"
11. Nature of Luminosity: (directed beam of light?) like meteor - had definite fluorescent glow circumventing it
12. Altitude of Object: (estimated) 5,500 ft elevation above sea level
13. Estimated Distance of Object from Observer: N/S
14. Estimated Speed of Object: N/S
15. Time in Sight: N/S
16. Tactics: Performed a 5-1/2 mile trajectory and arched earthward in a natural down grade. Arc equal to approximately 90°
17. Sound Made by Object(s): N/S
18. Direction of Flight of Object(s) northwest to southeast
19. Apparent Construction: "Fireball"
20. Effect on Clouds: N/S
21. Exhaust Trail (Color of): Did not have much of a meteor type tail - but did have a definite fluorescent glow circumventing it.
22. Manner of Disappearance: "After reaching the 'sth' degree of the arc, it extinguished itself"
23. Weather Conditions at Time of Sighting: N/S
24. Peculiarities Noted: Green glow
25. Summary of Incident: (See attached page) (over)

"On August 4th, while traveling south on U. S. Highway No. 30, approximately two and one-half miles north of North Powder, Oregon, - somewhere between 2 & 3 A. M. - I was amazed to see in the heavens directly south of me, a fireball. This object appeared to come out of nowhere, but when first observed, was traveling in a horizontal line on an angle presumed to be northwest to southeast at an elevation above sea level of 5500' (absolute direction and elevation argumentative). It appeared to me - for a descriptive purpose - as having been ejected from a huge Roman candle, and this candle, by whatever power held, was on a horizontal plane with the earth. As the object in its trajectory, approximately five and one-half miles, became spent, it arched earthly in a natural down grade. As I recall it, this arc was equal to approximately 90 degrees. Immediately after reaching this 'nth' degree of the arc, it extinguished itself. I do not recall that there was much of a meteor type tail, but the object did have a definite fluorescent glow circumventing itself. As to the color, I can best describe it by referring your observation after dark to a high tensity neon sign of green - perhaps on the light green side."

See Incident 223 for further details

INCIDENT SUMMARY SHEET

Incident No. 231

1. Date and Time of Observation: 1 Jan 48 1:25 A. M. & 1:30 A.M.

2. Where Sighted: Abilene, Texas

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr A. Schroeder, 1109 Highland Ave Abilene, Texas

5. Occupation and/or hobbies: N/S

6. Attention Attracted by: glow on the horizon - due west of Abilene, Texas (direction of White Sands Proving Grounds)

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): Bright blue green

10. Shape (Sketch if Possible) like bell with a fan-shaped glow surrounding

11. Nature of Luminosity: Like flare
(directed beam of light?)

12. Altitude of Object: N/S - observed on the horizon
(estimated)

13. Estimated Distance of Object from Observer: N/S - could not be estimated

14. Estimated Speed of Object: No apparent speed

15. Time in Sight: 2 seconds

16. Tactics: - remained stationary

17. Sound Made by Object(s): No sound

18. Direction of Flight of Object(s) No flight perceived

19. Apparent Construction: flare-like

20. Effect on Clouds: Clear sky

21. Exhaust Trail (Color of): Fan-shaped glow seemed to surrounded object

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Clear sky

24. Peculiarities Noted: See

25. Summary of Incident: (over)
(See attached page)

Incident: 231

Information regarding this sighting taken from a letter of Oscar Monnig addressed to Mr A. Schroeder of Abilene, Texas, in regard to Mr Schroeder's query regarding a phenomena he witnessed the night of 1 Jan 48 at approximately 1:25 A. M. and again at 1:30 A. M.

Object was described as a fan-shaped glow which originated from a large bell on the horizon and which extended to the meridian due west of Abilene, Texas, in a perfectly clear sky. Phenomena was of 2 seconds duration. Five minutes later it was seen again for the same length of time. No sound was heard.

Mr Monnig thought the phenomena could possibly be attributed to:

(1) Disturbance of an electrical system such as transformers blowing out, or

(2) Experiments at White Sands Proving Grounds which are due west of Abilene.

NOTE: Inquiry at Holloman AF Base, Alamogordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted. See Incidents

See Incident #223 for Weather

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 232

1. Date of Incident 16 Nov 1948
2. Time of Incident 1315 Hours
3. Place of observation Demarest N.J. (25 Miles NW NYC) (House)
4. Name of observer Marie S. Green
5. Occupation of observer Housewife
6. Address of observer County Rd., Demarest N.J.
7. Number of objects observed 1
8. Distance of object from observer
9. Time in sight 1 min.
10. Altitude of object 1000 ft.
11. Speed
12. Direction of flight North to South
13. Tactics
14. Lights
15. Sound
16. Size
17. Color Aluminum or Silverly with dark color mixed in.
18. Shape Ball Like
19. Odor detected
20. Apparent construction Metallic
21. Exhaust trails
22. Weather conditions
23. Effect on clouds
24. Sketches or photographs
25. Manner of disappearance
26. Remarks: No further investigation being made by this office due to fact only one person witnessed phenomena

CONFIDENTIAL

"REEL HC-189 FRAME"

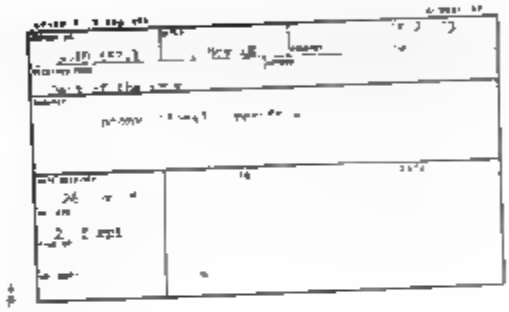
A.F. 24423

CONFIDENTIAL

Unclassified

~~unclassified~~

CONFIDENTIAL



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~~Unclassified~~

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CONFIDENTIAL

AGO.1 1st Ind MO/ro
Unconventional Aircraft

Headquarters First Army, Office of the Assistant Chief of Staff, G-2, Governors Island, New York 4, N. Y., 19 September 1948.

TO: Director of Intelligence, General Staff, U. S. Army, Washington 25, D. C.

1. Forwarded for your information. 0505927

2. Incident [illegible] is approximately 35 miles northwest of New York City.

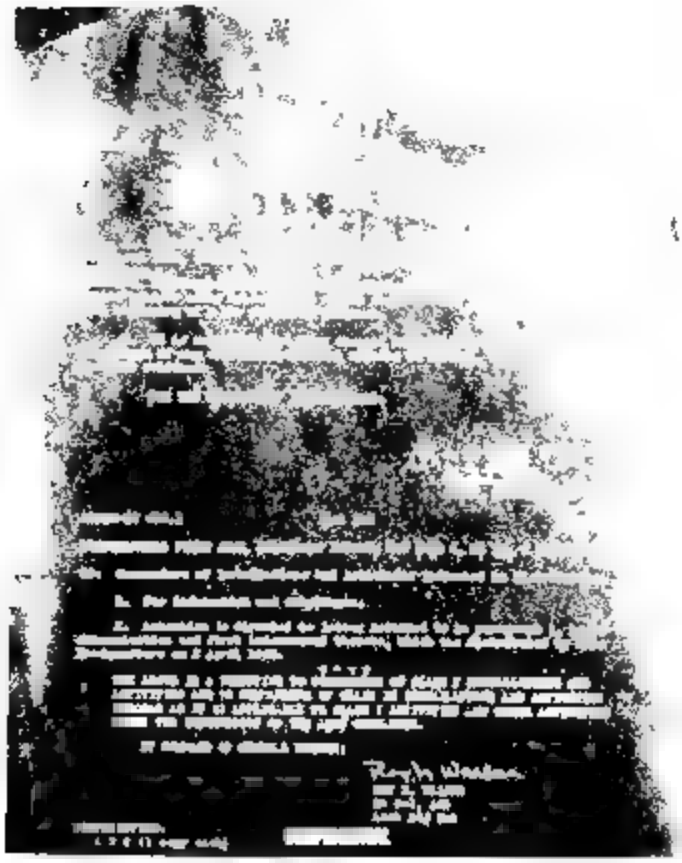
FOR THE A. C. of S., G-2: AF 2

[illegible]
Lt Col, [illegible]
Chief [illegible] Division

CONFIDENTIAL

CONFIDENTIAL

~~Unclassified~~




NFIDENTIAL

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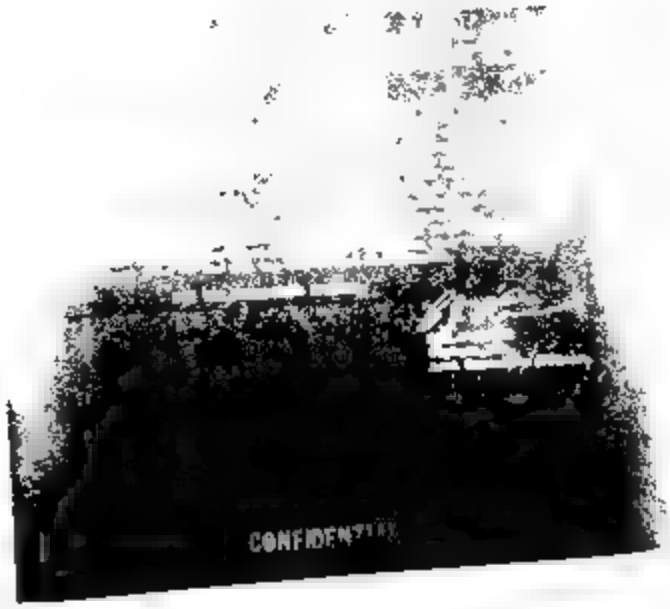

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INCIDENT SUMMARY SHEET

Incident No. 233

1. Date and Time of Observation: 1 Sep 1949 1700

2. Where Sighted: 2 miles east of Jackson, Mississippi

3. Observer's Position: from air at an altitude of about 1,800 ft
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr & Mrs Tom Rush, 302 Mitchell Ave., Jackson, Mississippi

5. Occupation and/or hobbies: Pilot employed by Dixie Air Service at Jackson, Mississippi. Ex AAF pilot

6. Attention Attracted by: something fly/in front of them

7. Number of Object(s) Seen: 1

8. Size of Object(s): 60 ft long, 10 feet wide tapering to 4 ft

9. Color of Object(s): Dark blue or black

10. Shape (Sketch if Possible) cigar-shaped - not unlike sleeve target. (1st report mentioned short stubby wings)

11. Nature of Luminosity: N/A
(directed beam of light?)

12. Altitude of Object: 1500 to 1600 feet, then a gradual climb
(estimated)

13. Estimated Distance of Object from Observer: Crossed path of plane at 500 feet; after turn it was as close as 1,200 feet from them

14. Estimated Speed of Object: Approx 200 MPH when first sighted, then accelerating to approximately 400 to 500 MPH

15. Time in Sight: 10 to 12 seconds

16. Tactics: Made 90° turn and increased speed as it headed southwest

17. Sound Made by Object(s): Similar to helicopter (1st report
roar (2d report)

18. Direction of Flight of Object(s) West then southwest

19. Apparent Construction: Similar to tow target

20. Effect on Clouds: N/A

21. Exhaust Trail (Color of): None visible

22. Manner of Disappearance: gradually climbed toward Southwest & disappeared

23. Weather Conditions at Time of Sighting: Weather clear to southwest

24. Peculiarities Noted: As object made turn object appeared to have no wings.

25. Summary of Incident: (over)
(See attached page)

Mr Tom Bush, a pilot with Dixie Air Service, Jackson, Mississippi, and his wife (private pilot), sighted an unidentified aerial object 2 miles east of Jackson, Mississippi, at 1700 C, 1 Jan 49 while coming in for a landing at the Dixie Airport. Object was first described as being cigar-shaped with short stubby wings resembling a rocket. (Second report states there were no wings) Mr Bush specifically states in a signed letter "as the object made its turn, it was then that I noticed the object didn't have wings." Object was first thought to be a large tow target about 50 feet long and about 10 feet in diameter at one end and about 4 ft at the trailing end. The tail even fluttered like a target but there was nothing towing it and the object moved at greater speed than tow targets. When the object crossed in front of the plane Bush estimated the speed to be about 200 MPH and stated that the object crossed some 500 feet in front of them. After the turn, the object was within 1,000 feet of the plane. Mr Bush attempted to point out the object to the pilot but the pilot did not understand and apparently did not see the object. As the object turned to the southwest it accelerated its speed and flew out of sight. Object seen for some 10 to 12 seconds. Color was dark blue or black. Speed at first sighting - 200 miles per hour, later thought to have accelerated to between 400 to 600 mph.

Object was sighted by the above persons who were passengers in a Stinson civilian aircraft. No photographs were taken since a camera was not available. The Stinson was flying at about 1,800 feet. Investigation of flight schedules of adjacent airfields could throw no light on the incident.

5D 24-4
(18 Jan 49)

1st Ind

5D-OSI/JBT/rj

5th District OSI (IG), Wright-Patterson AFB, Dayton, Ohio, 26 January 1949

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTN: MCIAXO, Lt. Smith

Forwarded as a matter pertaining to your office.

1 Incl
Quad cy w/d

H. B. GIBSON
Colonel, USAF
District Commander

233

CONFIDENTIAL

[redacted]
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 9D 32-3

9th OSI District
Barksdale AFB, La.
18 January 1948

SRCH
INDEX
SE A
CLSFY
FILE

SUBJECT: PROJECT "SIGN"
UNIDENTIFIED PHENOMENA SIGHTED AT
JACKSON, MISSISSIPPI, BY MR. THOMAS A. RUSH
SUBVERSIVE ACTIVITY

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Dayton, Ohio

1. Transmitted herewith, in quadruplicate, are completed results of investigation concerning above subject for delivery to the Commanding General, Wright-Patterson Air Force Base, Ohio. This investigation is in compliance with a TWX from the Commanding General, Wright-Patterson Air Force Base, Ohio, to the Commanding Officer, Jackson Air Force Base, Mississippi.

2. Sufficient copies of this report of investigation are forwarded for your Office to withdraw one copy of this report.

Edward R. Ford

EDWARD R. FORD
Major, USAF
District Commander

1 Incl
Rpt of Invest (4)

24-0-1

24 | 4
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
24 JAN 1949
OFFICE OF SPECIAL INVESTIGATIONS
5TH DISTRICT
ROUTE TO: FILE

438

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 9D 32-3

DATE 18 January 1949

REPORT MADE BY Bernard A. Price

REPORT MADE AT Jackson AFB Detachment, DO # 9

PERIOD 1 January 1949 - 6 January 1949

OFFICE OF ORIGIN DO # 9, Barksdale AFB, Louisiana

STATUS Closed

TITLE

PROJECT "STONE"
UNIDENTIFIED PHENOMENA SIGHTED AT JACKSON, MISSISSIPPI, BY MR. THOMAS A. RUSH

CHARACTER

Subversive Activity

REFERENCE

Request for Investigation from the Commanding Officer, Jackson AFB, Mississippi

SYNOPSIS

This investigation conducted at the request of the Commanding Officer, Jackson Air Force Base, Mississippi.

Investigation in Jackson, Mississippi, and vicinity revealed that a Mr. THOMAS A. RUSH, civilian, did, between the hours of 1630 and 1730 on the date of 1 January 1949, sight a strange object flying over Jackson, Mississippi, which Mr. RUSH was unable to identify but described as traveling at a rate of speed estimated at two hundred miles per hour when first sighted and upon this object's departure, it traveled at an estimated rate of speed from four hundred to five hundred miles per hour. RUSH further reported this object to be somewhat similar to a cigar in shape and approximately sixty feet to seventy feet in length.

Investigation further revealed that Mr. RUSH is a reliable man and one who is not inclined to create objects of this type by his imagination.

DISTRIBUTION

5th OSI District (Action Copies) - 4
Hq OSI - 2
CO, Jackson AFB - 1
9th OSI District - 2

ACTION COPY FORWARDED TO

District Commander
5th OSI District (IG)
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford

EDWARD R. FORD
Major, USAF
DISTRICT COMMANDER

FILE STAMP

Incl 1

AFCSI FORM 3
29 JULY 1948

CONFIDENTIAL

B-2067-TC
235

DETAIL:

1. This investigation conducted at the request of the Commanding Officer, Jackson Air Force Base, Mississippi, upon receipt of a TWX from the Commanding General, Wright-Patterson Air Force Base, Ohio, requesting that a detailed report be obtained reference the unidentified aerial phenomena sighted by Mr. THOMAS A. HUGH of 402 Mitchell Avenue, Jackson, Mississippi.

AT JACKSON, MISSISSIPPI:

2. On 6 January 1952 Mr. THOMAS A. HUGH, civilian, was interviewed and stated that at approximately 1730 hours, on the date of 1 January 1952, while he and his wife and [illegible], and Mr. [illegible] were flying from [illegible] to North Jackson Air Force in a Stinson Aircraft, at a speed of approximately one hundred twenty-five miles per hour, at an altitude of seventeen hundred feet, traveling [illegible] to the east, ten miles east of Jackson, Mississippi, and at a speed of [illegible], almost to the Pearl River Swamp and just [illegible] from a position of 1730 [illegible] to between 1730 and [illegible], [illegible] North Latitude, 90° 10' Long [illegible] attached map, Exhibit "A" [illegible] only one object. This object was about five hundred feet directly in front of [illegible] and when first seen, this object was about 10° below the horizon and gradually climbing above the horizon as the object went around, at an altitude of approximately sixteen hundred feet to seventeen hundred feet. HUGH further stated that he had an opportunity to view the object approximately ten to twelve seconds. HUGH further described the object as being either [illegible] or [illegible], [illegible] drew the attached diagram rather than describing its shape in words. For the shape of the object, see Exhibit "B". HUGH further stated this object appeared to be of solid construction. As to size, HUGH described this object as being sixty feet to seventy feet long, eight feet to ten feet in diameter, the front and tapering to two feet to three feet at the rear. HUGH further described the object as resembling a large sleeve target, the front opening much larger than the opening of a sixty foot sleeve target. HUGH described the object's direction of flight as being east toward Jackson, Mississippi, at a 50° to 60° turn toward the Southeast. HUGH described the object's maneuvers as being horizontal, then turned, gradual speed, picked up a tremendous speed, seemingly a very slow fluttering as it departed. As to or doubt of exhaust, effect on clouds, lights, contrail, propulsion, there was no evidence of any kind. HUGH stated that when first sighted, this object was traveling at what he considered approximately two hundred miles per hour, but as it turned and departed, its speed appeared faster than Jets, making four hundred to five hundred miles per hour. As to sound, HUGH did not notice any particular sound; however, HUGH's wife and the pilot's wife claim to have heard a roaring sound as the object left the vicinity, and HUGH further added that the object just faded from view.

3. Information relative to the observer is as follows.

Name: THOMAS A. HUGH
Address: 402 Mitchell Avenue, Jackson, Mississippi
Occupation: Airport Manager

Place of Business: North Jackson Air Park
Hobby: Pilot. RUSH is not considered an amateur pilot. RUSH considers himself well qualified to determine type, size, color, and distance of most objects, and particularly aircraft.

Informant claims eyesight as being 20 - 20. As to reliability of RUSH, he was given good recommendations by all who knew him. A check of law enforcement agencies was made concerning RUSH, with negative results. RUSH is his own employer, as he is the owner and operator of the Jackson Air Park. RUSH's sightings, in general, are considered excellent, and his attention was drawn to this object by the actual sighting of it.

4. Other witnesses to this phenomena were RUSH's wife and a Mrs. T. A. DOOLITTLE of 3777 Kings Highway, Jackson, Mississippi, housewife. According to informants, Mrs. DOOLITTLE's reliability is unquestionable.

5. The OSI Agent, at the time of this interview, was accompanied by Lt. Colonel RICHARD L. BISCARD, Deputy Base Commander, 2588th AFRTC, Hawkins Field, Jackson, Mississippi. Lt. Colonel BISCARD and the OSI Agent making the interview considered RUSH as being thoroughly reliable and of better-than-average intelligence, and seemingly of an excellent character. Mr. RUSH is a former USAF Pilot.

6. There are no radar operations in this area. See inclosed weather report listed as Exhibit "C" for general weather information in that area at the time this object was sighted.

7. A check with the Airport Managers of both the Delta Air Lines and the Chicago and Southern Airlines and with the Base Operations failed to reveal any flights in this vicinity at the time object was sighted, other than is shown. (See Exhibit "D".) It is unknown whether there were any testing devices of the United States Air Force sent aloft in this area on this date.

8. See Exhibit "E" for report of information concerning this object from THOMAS A. RUSH. There were no fragments or physical evidence available, nor was there any radio antenna to be observed, nor were there any other projections or extensions that might possibly be construed as such.

Inclosures:

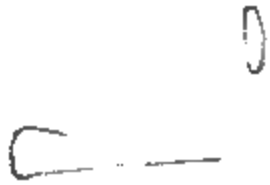
<u>FOR DISTRICT OFFICE # 5, WRIGHT-PATTERSON AFB, OHIO:</u>

One copy of map showing line of flight of unidentified object, Exhibit "A".
One copy of sketch of object seen by Mr. RUSH, Exhibit "B".
One copy of weather report, Exhibit "C".
One copy of Airplane Operations in the vicinity of Jackson, Miss., Exhibit "D".
One copy of letter to CO, Wright-Patterson AFB, Ohio, from Mr. RUSH, Exhibit "E".

- Closed -

Referenced
Map
Available
Upon Request.

Drawn by
Rush



sketch of object seen by Mr Rus + at approx
1700 c / Jan 49 —

← = direction of flt

1630C JACKSON WEATHER

E180 -0015+ 173/53/35↑7/003/E300-0

1730C JACKSON WEATHER

M160015+ 169/52/29↑1/002/BINOVC

wind aloft.

2000 ft.	190°	10 knots	16,000 ft.	270°	20 knots
4000 ft	270°	10 knots	20,000 ft	285°	50 knots
6000 ft	271°	15 knots			
8000 ft	271°	20 knots			
10,000 ft	270°	15 knots			
12,000 ft	270°	20 knots			
14,000 ft	270°	10 knots			

EXHIBIT C

EXHIBIT IV

On 4 January 1949 the following airplane operations were contacted to determine the possibility of any flights within the Jackson, Miss. vicinity during the time in question.

Chicago and Southern Airlines Operations:

No flights in the vicinity of Jackson, Miss. between 1630 C and 1730 C.

Delta Airlines Operations:

Flight 309 from Atlanta, Ga. to Dallas, Tex., arrived Jackson, Miss 1731.

Only flight in this vicinity between 1630 C and 1730 C.

Base Operations, 2588th AFRTC, Hawkins Field, Jackson, Miss.:

NC-8651-F-47-McWilliams--From Meridian, Miss. Departed 1648 C, to Jackson, Miss. Arrived 1715 C

NC-1545-F-6- Jordan--From Meridian, Miss. Departed 1718-C to Jackson, Miss. Arrived 1750-C

EXHIBIT D

[redacted]

On 4 January 1949 the following airplane operations were contacted to determine the possibility of any flights within the Jackson, Miss. vicinity during the time in question.

Chicago and Southern Airlines Operations:

No flights in the vicinity of Jackson, Miss. between 1630 C and 1730 C.

Delta Airlines Operations:

Flight 309 from Atlanta, Ga. to Dallas, Tex., arrived Jackson, Miss 1731

Only flight in this vicinity between 1630 C and 1730 C.

Base Operations, 2588th AFRTC, Hawkins Field, Jackson, Miss.:

MD-8651-F-47-McWilliams--From Meridian, Miss. Departed 1648 C, to Jackson, Miss. Arrived 1715 C

MD-1545-T-6- Jordan--From Meridian, Miss. Departed 1718-C to Jackson, Miss. Arrived 1750-C

402 Mitchell Avenue
Jackson, Mississippi
January 6, 1949

Commanding General AMC
Wright-Patterson AAB
Dayton, Ohio

Attention: MCIAX O-3

Gentlemen:

This letter is in reply to a request from the Base Commander, Jackson Army Air Base, Jackson, Miss. on a strange object sighted by my wife on 1 January 1949.

Mr. and Mrs. T. A. Doolittle, my wife, and I were flying from Gulfport to North Jackson Airpark and were approaching the airport and our altitude was about 1,800 feet when I saw something go in front of us. I assumed that it was another plane since it was headed toward the Municipal Airport in Jackson and was on the eastern leg of the airways.

I watched the object to try to recognize the type of plane. After it passed, it made a turn of about 50 degrees and headed southwest. The time was 17:00 as we had just made a comment on the time and I had checked our ground speed. As the object made its turn, it was then that I noticed the object didn't have wings. At that time, my wife saw the object and became excited. She is a private pilot and is familiar with plane identification from the air.

The sun had not set and the weather was clear to the southwest as the object went away from us. When it crossed in front of us, I estimated the speed to be about 200 mph and about 500 feet in front of us. After the turn, it was as close as 1,200 feet from us. We tried to point out the object to the pilot, but he thought we were trying to show him something else.

As the object turned and went to the southwest, with a sudden burst of speed, it was out of sight. In all, I saw the object 10 or 12 seconds.

Exhibit # E

At first, I thought the object was a large tow target about 60 feet long and about 10 feet in diameter at one end and about 4 feet at the trailing end. The tail even fluttered like a target but there was nothing towing it and it moved at a greater speed than tow targets I've seen before.

When we landed about five minutes later, we called the CAA Control Tower to see if this thing had landed at the Municipal Airport and were informed that nothing had landed there recently. The Control Tower then notified the Air Corps.

Although I was not flying at the time, I have approximately 1,800 hours of military and civilian pilot time and know my aircraft identification pretty good--except in this case.

Attached to this letter is a drawing of this object and a rough sketch of where the object was sighted. If I can be of further assistance to you, I will be glad to help.

Very truly yours

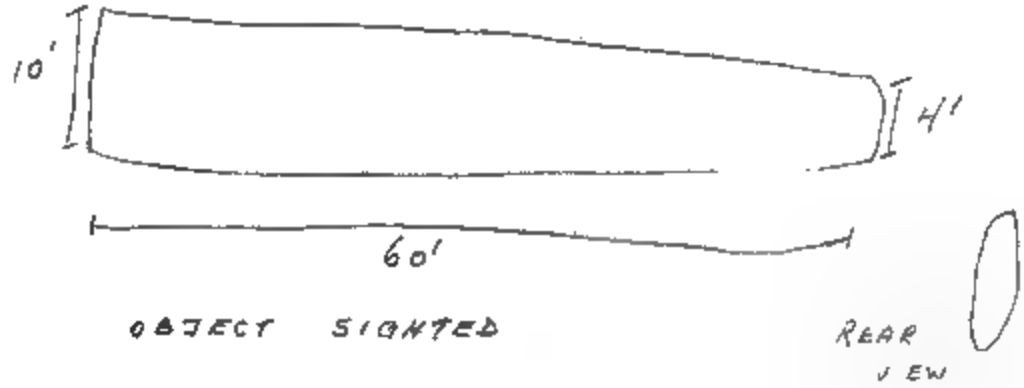
/s/ Thomas A. Rush

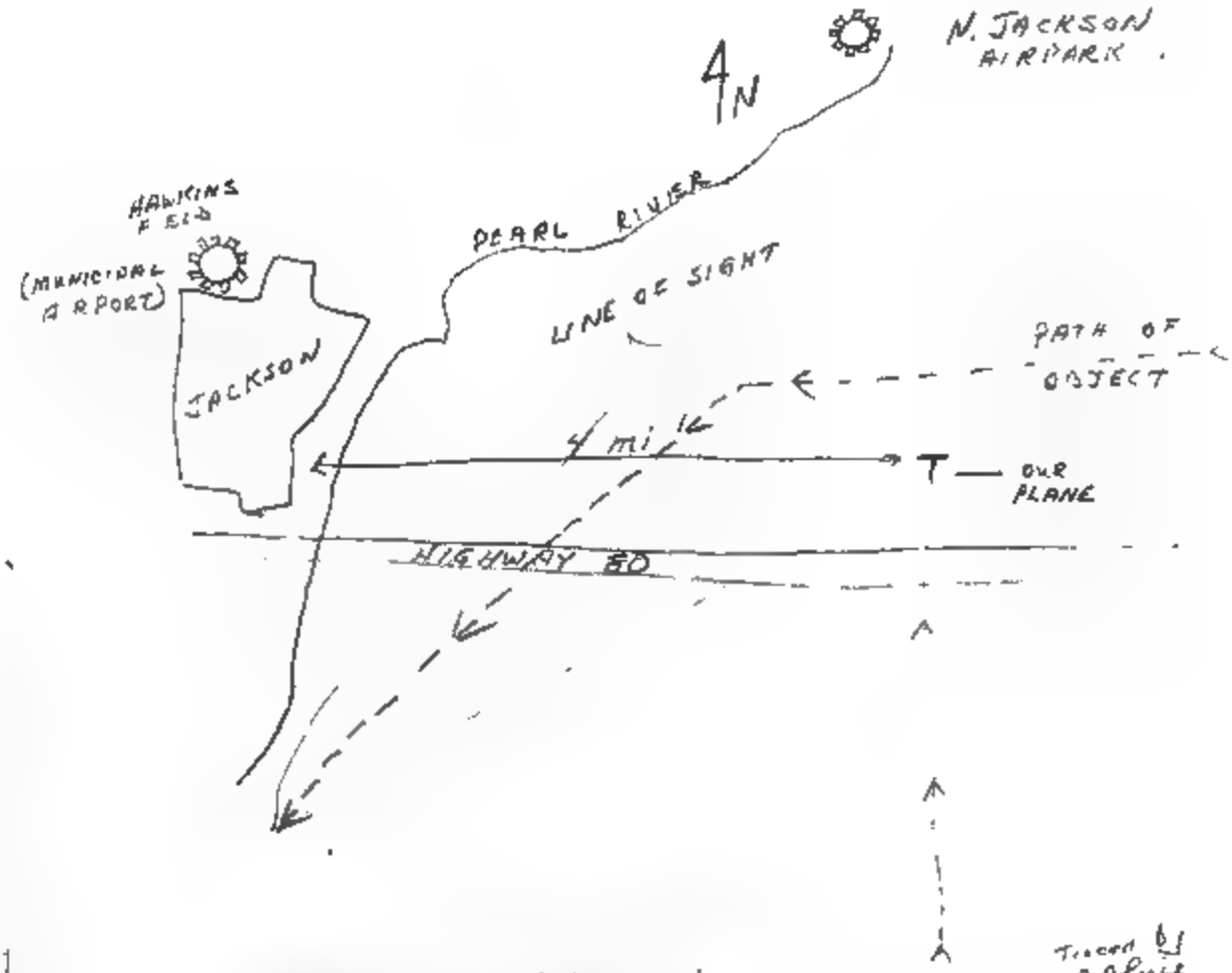
/t/ Thomas A. Rush

A TRUE COPY:

Bernard A. Price

BERNARD A. PRICE
S/A,OSI





This is a tracer copy of drawing 1
made by Thomas A. Rush
and included in his letter to CG Wright Fld (copy to Base CO) 253

Traced by B Alice

[redacted]
[redacted] Bomber Squadron
Hawkins Field
Jackson, Miss.

[redacted]/lst

5 January 1949

SUBJECT: Reporting of Information on Flying Discs

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: [redacted]

1. In compliance with Group Letter 205-3, dated 22 September 1948, the following information is submitted.

a. (1) Object was sighted two (2) miles East of Jackson, Mississippi at 17000, 1 January 1949.

b. Weather at the time: See inclosure number one (1).

c. Name, occupations, and addresses:
Thomas L. Bush
Airport Manager, Dixie Airport
402 Mitchell Ave.
Jackson, Mississippi

Mrs. Thomas L. Bush
402 Mitchell Ave.
Jackson, Mississippi

Mrs. T. A. Doolittle
Housewife
3777 Kings Hway
Jackson, Mississippi

d. Photographs of objects: None

e. [redacted] of objects: See inclosure number two (2).

f. Object sighted:

1. Number: One (1).

2. Shape: Cigar like. Not unlike above target.

3. Size: Approximately 60 feet long and 10 feet diameter at the front tapering to the rear.

4. Colors: Dark blue or black

Cont'd [illegible]: Report of Information on Flying Discs

5. Speed: Approximately 200 MPH when first sighted, then accelerated to approximately 450 to 500 MPH.

6. Heading: West, turning to South to Southwest.

7. Maneuverability: Not noticed.

8. Altitude: 1500 to 1600 feet, then gradual climb.

9. Sound: None.

10. Exhaust trail: None.

g. General remarks: The persons who sighted the above described object were enroute from Gulfport, Miss. to Jackson, Miss. in a private aircraft and were making an approach for a landing at the Dixie Airport when the object was first sighted. After landing, Mr Rush called the control tower at Hawkins Field to find out if the object had landed there and if so to find out its identity. The control tower reported the incident to Base Headquarters.

2 Incl
1. Weather Report
2. Sketch of Object

BENJAMIN H. COLE
Captain USAF
Commanding

DISTRIBUTION:
cc Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Director of Intelligence

cc Commanding General
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.

2cc Commanding Officer
2059th Air Weather Wing
Tinker Air Force Base
Oklahoma City, Oklahoma

cc Commanding Officer
[illegible]th Air Weather Group
Robins Air Force Base
Robins Field, Georgia

cc Commanding Officer
[illegible]th Weather Squadron
Brookley Air Force Base
Mobile, Alabama

[redacted]

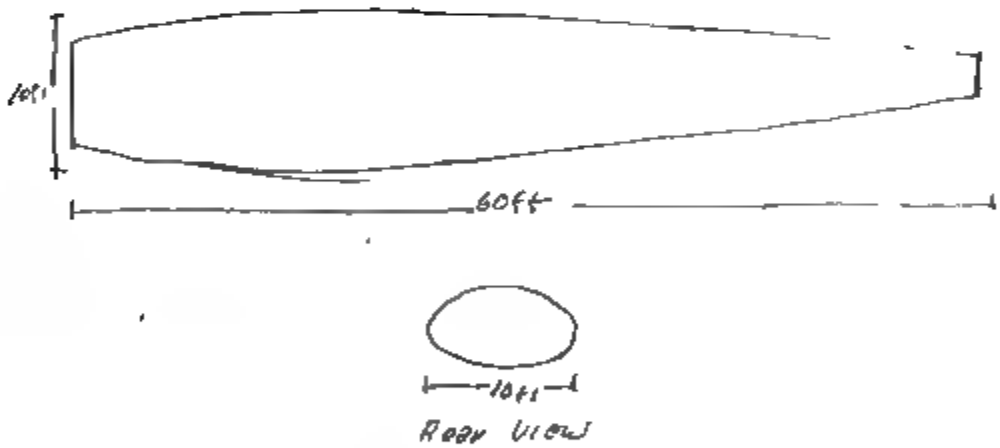
1630C JACKSON WEATHER
E180-00 15+ 173/53/351/7/003/E350-0

1730C JACKSON WEATHER
M1600 15+ 169/52/2971/008/BINOVC

WINDS ALOFT

2000 FEET	200 DEGREES	10 KNOTS
4000 FEET	270 DEGREES	10 KNOTS
6000 FEET	270 DEGREES	15 KNOTS
8000 FEET	275 DEGREES	20 KNOTS
10000FEET	270 DEGREES	15 KNOTS
12000FEET	270 DEGREES	20 KNOTS
14000FEET	270 DEGREES	20 KNOTS
16000FEET	270 DEGREES	20 KNOTS
20000FEET	275 DEGREES	55 KNOTS

Incl 1



INCL 2

Cont'd. SUBJ: Report of Information on Flying Object

(e) Speed: Approximately 300 MPH when first sighted, then accelerated to approximately 400 to 500 MPH.

(f) Heading: West, turning to South to Southwest.

(g) Maneuverability: Not noticed.

(h) Altitude: 1500 to 1600 feet, then gradual climb.

(i) Sound: None.

(j) Exhaust trail: None.

(7) General remarks: The persons who sighted the above described object were enroute from Gulfport, Miss. to Jackson, Miss. in a private aircraft and were making an approach for a landing at the Dixie Airport when the object was first sighted. After landing, Mr. Rush called the control tower at Hawkins Field to find out if the object had landed there and if so, to find out its identity. The control tower reported the incident to this headquarters.

2 Incls:
Weather Report
Sketch

JOHN A. H. MILLER
Lt. Colonel, USAF
Commanding

cc CG, 9th AF,
Greenville, S. C.
ATTN: AC/S, Intelligence

CG, CAS,
Mitchel AF Base, N.Y.
ATTN: AC/S, Intelligence

Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Director of Intelligence, Requirements Division.

INCIDENT NO
243

CONFIDENTIAL

HEADQUARTERS
[redacted]
HAWKINS FIELD
JACKSON, MISSISSIPPI

JAHM/wrk

A 319.1

5 January 1948

SUBJECT: Report of Information on Flying Object

TO: Commanding General
Wright Patterson Air Force Base
Dayton, Ohio
ATTN: TSDIS

1. In compliance with GAC Letter 200-1, dated 26 March 1948, the following information is submitted regarding the sighting of a strange flying object near Jackson, Mississippi:

a. (1) Object was sighted two (2) miles East of Jackson, Mississippi at 1700, 1 January 1949.

(2) Weather at the time: See inclosure number one (1).

(3) Names, occupations and addresses of witnesses:
Thomas A. Rush
Airport Manager, Dixie Airport
402 Mitchell Ave.,
Jackson, Mississippi

Mrs. Thomas A. Rush
402 Mitchell Ave.,
Jackson, Mississippi

Mrs. T. A. Doolittle
Housewife
3777 Kings Hiwy,
Jackson, Mississippi

(4) Photographs of object: None

(5) Sketches of object: See inclosure number two (2).

(6) Object Sighted:

(a) Number: One (1).

(b) Shape: Cigar like. Not unlike sleeve target.

(c) Size: Approximately 60 feet long and 10 feet diameter at the front tapering to the rear.

(d) Color: Dark blue or black.

INCIDENT NO #33

#33

JACKSON WEATHER

[redacted]

K180-00154 173/53/3917/003/E350-0

1730C

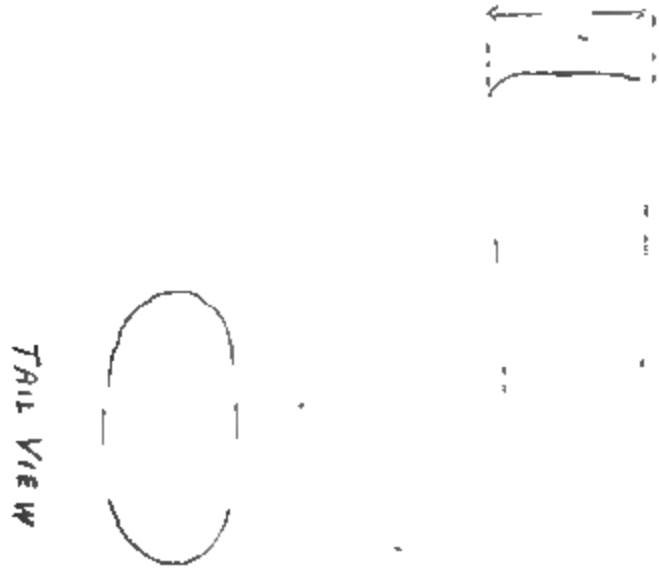
M160015+ 169/32/2011/002/[redacted]

[redacted]

2000 FEET	200 DEGREES	10 KNOTS
4000 FEET	270 DEGREES	10 KNOTS
6000 FEET	270 DEGREES	15 KNOTS
8000 FEET	275 DEGREES	20 KNOTS
10000 FEET	270 DEGREES	15 KNOTS
12000 FEET	270 DEGREES	20 KNOTS
14000 FEET	270 DEGREES	20 KNOTS
16000 FEET	270 DEGREES	20 KNOTS
20000 FEET	275 DEGREES	55 KNOTS

INCIDENT NO

Incl #1



INCIDENT NO 233

INCL # 2

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
[redacted]
REPORT OF INVESTIGATION

FILE NO. 90 52-3
DATE 18 January 1949
REPORT MADE BY Bernard A. Price
REPORT MADE AT Jackson AFB Detachment, DO # 9
PERIOD 1 January 1949 - 6 January 1949
OFFICE OF ORIGIN DO # 9, Barksdale AFB, Louisiana
STATUS Closed

TITLE
PROJECT "SIGN"
UNIDENTIFIED PHENOMENA SIGHTED AT JACKSON, MISSISSIPPI, BY MR. THOMAS A. RUSH

CHARACTER
Subversive Activity

REFERENCE
Request for Investigation from the Commanding Officer, Jackson AFB, Mississippi

SYNOPSIS

This investigation conducted at the request of the Commanding Officer, Jackson Air Force Base, Mississippi.

Investigation in Jackson, Mississippi, and vicinity revealed that a Mr. THOMAS A. RUSH, civilian, did, between the hours of 1630 and 1730 on the date of 1 January 1949, sight a strange object flying over Jackson, Mississippi, which Mr. RUSH was unable to identify but described as traveling at a rate of speed estimated at two hundred miles per hour when first sighted and upon this object's departure, it traveled at an estimated rate of speed from four hundred to five hundred miles per hour. RUSH further reported this object to be somewhat similar to a cigar in shape and approximately sixty feet to seventy feet in length.

[redacted]tion further revealed that Mr. RUSH is a reliable man and one who is not inclined to create objects of this type by his imagination.

DISTRIBUTION

5th OSI District (Action Copies)	- 4
Hq OSI	- 2
CO, Jackson AFB	- 1
9th OSI District	- 2

ACTION COPY FORWARDED TO
District Commander
5th OSI District (II)
Wright-Patterson AFB
Dayton, Ohio

APPROVED
Edward R. Ford
EDWARD R. FORD
Major, USAF
DISTRICT COMMANDER

FILE STAMP

Incl 2

AFCSI FORM 1 CONFIDENTIAL
15 JULY 1948

CONFIDENTIAL

S-AMPF-20
233

[illegible]:

1. This investigation conducted at the request of the Commanding Officer, Jackson Air Force Base, Mississippi, upon receipt of a [illegible] from the Commanding General, Wright-Patterson Air Force Base, Ohio, requesting that a detailed report be obtained reference the unidentified aerial phenomena sighted by Mr. THOMAS A. [illegible] of [illegible] Mitchell Drive, Jackson, Mississippi.

[illegible] JACKSON, MISSISSIPPI:

2. On 6 January 1949 Mr. THOMAS A. [illegible], civilian, was interviewed and stated that at approximately 1700 hours, on the date of 1 January 1949, which he and his wife and a Mr. and Mrs. T. A. DOLITTLE were flying from Gulfport to North Jackson Air Park in a Bonanza Aircraft, at a speed of approximately one hundred twenty-five miles per hour, at an altitude of seventeen hundred feet, traveling 360° or Northwest, two miles East of Jackson, Mississippi, one half mile North of Highway [illegible], almost to the Pearl River Swamp and East of Coca Cola Bottling Company from a position of 1400 counter-clockwise to between 7:00 and 8:00, 32° 20' North Latitude, 90° 10' Longitude (see attached map, Exhibit "A".) There was only one object. This object was about five hundred feet directly in front of [illegible]'s plane and when first seen, this object was about 10° below the horizon and gradually climbing above the horizon as the object went around, at an altitude of approximately sixteen hundred feet to seventeen hundred feet. [illegible] further stated that he had an opportunity to view this object approximately ten to twelve seconds. [illegible] further described the object as being either dark blue or black. [illegible] drew the attached diagram rather than describing its shape in words. For the shape of the object, see Exhibit "B". [illegible] further stated this object appeared to be of solid construction. As to size, [illegible] described this object as being sixty feet to seventy feet long, eight feet to ten feet in diameter, the front end tapering to two feet to three feet at the rear. [illegible] further described the object as resembling a large sleeve target, the front opening much larger than the opening of a sixty foot sleeve target. [illegible] described the object's direction of flight as being west towards Jackson, Mississippi, at a 90° to 60° turn toward the Southwest. [illegible] described the object's maneuvers as being horizontal, then turned, gradual ascent, picked up a tremendous speed, seemingly a very slow fluttering as it departed. As to evidence of exhaust, effect on clouds, lights, support, propulsion, there was no evidence of any kind. [illegible] stated that when first sighted, this object was traveling at that to considered approximately two hundred miles per hour, but as it turned and departed, the speed appeared faster than fast, making four hundred to five hundred miles per hour. As to sound, [illegible] did not notice any particular sound; however, [illegible]'s wife and the pilot's wife claim to have heard a seemingly roaring sound as the object left the vicinity, and [illegible] further added that this object just faded from view.

3. Information relative to the observer is as follows.

Name: THOMAS A. [illegible]
Address: [illegible] Mitchell Drive, Jackson, Mississippi
Occupation: Airport Manager

Place of Business: North Jackson Air Park
Hobby: Pilot. HUSH is not considered an amateur pilot. HUSH considers himself well qualified to determine type, size, color, and distance of most objects, and particularly aircraft.

Informant claims eyesight as being 20 - 20. As to reliability of HUSH, he was given good recommendations by all who knew him. A check of law enforcement agencies was made concerning HUSH, with negative results. HUSH is his own employer, as he is the owner and operator of the Jackson Air Park. HUSH's sightings, in general, are considered excellent, and his attention was drawn to this object by the actual sighting of it.

4. Other witnesses to this phenomena were HUSH's wife and a Mrs. T. A. DOOLITTLE of 3777 Kings Highway, Jackson, Mississippi, housewife. According to informants, Mrs. DOOLITTLE's reliability is unquestionable.

5. The OSI Agent, at the time of this interview, was accompanied by Lt. Colonel RICHARD L. BISGARD, Deputy Base Commander, 2586th AFRTC, Hawkins Field, Jackson, Mississippi. Lt. Colonel BISGARD and the OSI Agent making the interview considered HUSH as being thoroughly reliable and of better-than-average intelligence, and seemingly of an excellent character. Mr. HUSH is a former USAF Pilot.

6. There are no radar operations in this area. See inclosed weather report listed as Exhibit "C" for general weather information in that area at the time this object was sighted.

7. A check with the Airport Managers of both the Delta Air Lines and the Chicago and Southern Airlines and with the Base Operations failed to reveal any flights in this vicinity at the time object was sighted, other than is shown. (See Exhibit "D".) It is unknown whether there were any testing devices of the United States Air Force sent aloft in this area on this date.

8. See Exhibit "F" for report of information concerning this object from THOMAS A. HUSH. There were no fragments or physical evidence available, nor was there any radio antenna to be observed, nor were there any other projections or extensions that might possibly be construed as such.

Inclosures:

FOR DIRECTOR OFFICE # 5, WRIGHT-PATTERSON AFB, OHIO:

One copy of map showing line of flight of unidentified object, Exhibit "A".
One copy of sketch of object seen by Mr. HUSH, Exhibit "B".
One copy of weather report, Exhibit "C".
One copy of Airplane Operations in the vicinity of Jackson, Miss., Exhibit "D".
One copy of letter to CO, Wright-Patterson AFB, Ohio, from Mr. HUSH, Exhibit "F".

- Closed -

INCIDENT NO 233

402 Mitchell Avenue
Jackson, Mississippi
January 6, 1949

Commanding General AMC
Wright-Patterson AAB
Dayton, Ohio

Attention: MCIAX O-3

Gentlemen:

This letter is in reply to a request from the Base Commander, Jackson Army Air Base, Jackson, Miss. on a strange object sighted by my wife on 1 January 1949.

Mr. and Mrs. T. A. Doolittle, my wife, and I were flying from Gulfport to North Jackson Airpark and were approaching the airport and our altitude was about 1,800 feet when I saw something go in front of us. I assumed that it was another plane since it was headed toward the Municipal Airport in Jackson and was on the eastern leg of the airways.

I watched the object to try to recognize the type of plane. After it passed, it made a turn of about 50 degrees and headed southwest. The time was 17:00 as we had just made a comment on the time and I had checked our ground speed. As the object made its turn, it was then that I noticed the object didn't have wings. At that time, my wife saw the object and became excited. She is a private pilot and is familiar with plane identification from the air.

The sun had not set and the weather was clear to the southwest as the object went away from us. When it crossed in front of us, I estimated the speed to be about 200 mph and about 500 feet in front of us. After the turn, it was as close as 1,200 feet from us. We tried to point out the object to the pilot, but he thought we were trying to show him something else.

As the object turned and went to the southwest, with a sudden burst of speed, it was out of sight. In all, I saw the object 10 or 12 seconds.

INCIDENT NO 233

233

At first, I thought the object was a large tow target about 60 feet long and about 10 feet in diameter at one end and about 4 feet at the trailing end. The tail even fluttered like a target but there was nothing towing it and it moved at a greater speed than tow targets I've seen before.

When we landed about five minutes later, we called the CAA Control Tower to see if this thing had landed at the Municipal Airport and were informed that nothing had landed there recently. The Control Tower then notified the Air Corps.

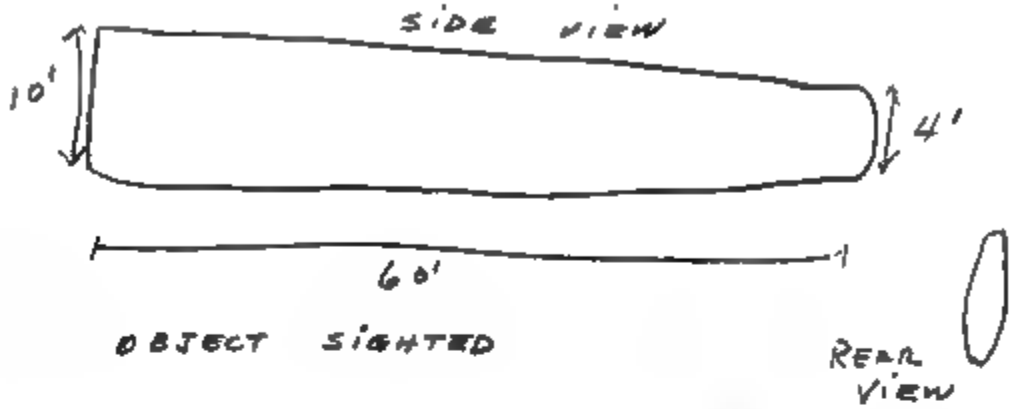
Although I was not flying at the time, I have approximately 1,800 hours of military and civilian pilot time and know my aircraft identification pretty good--except in this case.

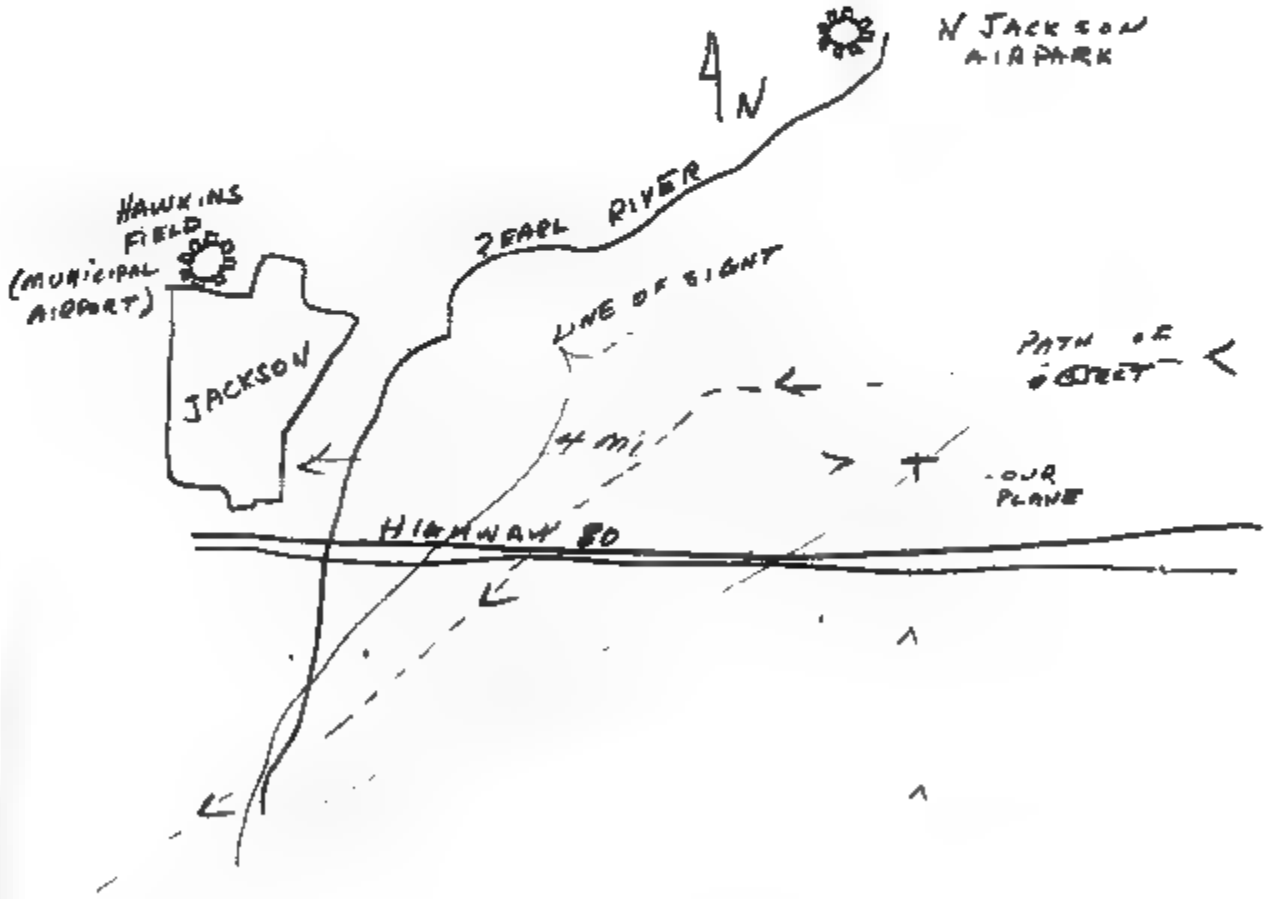
Attached to this letter is a drawing of this object and a rough sketch of where the object was sighted. If I can be of further assistance to you, I will be glad to help.

Very truly yours

Thomas A. Rush

Thomas A. Rush


SIDE VIEW
10'
4'
60'
OBJECT SIGHTED
REAR VIEW


N JACKSON AIRPARK
N
HAWKINS FIELD (MUNICIPAL AIRPORT)
PEARL RIVER
JACKSON
LINE OF SIGHT
PATH OF OBJECT
4 mi
OUR PLANE
HIGHWAY 80

MAXWELL FLIGHT SERVICE CENTER
MAXWELL AIR FORCE BASE
MONTGOMERY ALABAMA

SUBJECT: Unidentified Flying Objects 2 January 1949

TO: Commanding General, Air Materiel Command
Wright-Patterson AF Base, Ohio
ATTN: MDIAD-5

1. Reference letter, Headquarters USAF, subject: "Reporting of Information on 'Flying Discs.'" dated 6 February 1948 and Flight Service Regulation 200-4 dated 2 November, subject: "Unidentified Flying Objects," the following information is submitted:

a. [redacted] and time of sighting: Two (2) miles east of Jackson, Mississippi at 1700C, 1 January 1949.

b. Weather at time: The 1630Z weather sequence from Jackson, estimated [redacted] feet, broken clouds, visibility 15, temperature 55, dew point 35, surface wind south-southwest at 7 mph, altimeter setting 3003, remarks, estimated 35,000 feet thin broken.

[redacted] 1730Z weather for Jackson was ceiling measured 16,000 feet, overcast, visibility fifteen(15) miles, temperature [redacted] dew point 39, wind south at one (1) mph, remarks, [redacted] in the overcast.

c. Name, Occupations and addresses of witnesses:

Mr. Tom Bush, [redacted] Mitchell Avenue, Jackson, Mississippi Employed by Dixie Air Service at Jackson, Mississippi as a pilot. He is an ex-AAF pilot. Telephone Jackson- Mississippi 5-1[redacted].

Mrs. Willetta Bush, [redacted] Mitchell Avenue, Jackson, Mississippi, wife of the above, housewife and private pilot.

d. Photographs, if available: None available.

e. Sketches of objects configuration: To be forwarded.

[redacted] Flight Service Center, Maxwell AF Base, Ala dtd 2 Jan 49
Subj: Unidentified [redacted]

f. Object Sighted, description:

(1) Number: One.

(2) Shape: Cigar-winged, with short stubby wings, resembling a rocket, also reported later as resembling a sleeve tow-target.

(3) Size: Estimated sixty (60) feet long.

(4) Color: Dark Blue or black.

(5) Speed: Initially estimated as 200 mph, then increasing to 5-600 mph.

(6) Heading: West when first sighted, then southwest when last sighted.

(7) Maneuverability: Apparently very maneuverable.

(8) Altitude: 2500 feet.

(9) Sound: Similar to a helicopter.

(10) Exhaust trail: None visible.

g. General remarks:

(1) When the object was first sighted and reported to Flight Service at Maxwell AF Base at 1755C by the Jackson Operations Office, an attempt was made to investigate the object by calling all military airfields in the area from which a jet or rocket flight may have originated, or at which the object may have been sighted.

(2) The following stations were contacted:

(a) Eglin AF Base, Florida

(b) Pensacola NAS and Chevalier Field NAS, Florida

(c) Whiting NAS, Florida

(d) New Orleans NAS, Louisiana

(e) Memphis NAS, Tennessee

(f) New Orleans Air Route Traffic Control Center was also contacted.

(3) No information was available at any of these stations.

2. The object was sighted by the witnesses from a Stinson civilian aircraft, and no photographs were taken because no camera was available. At the time of sighting, the Stinson was 3 or 4 miles east of Jackson, Mississippi on the east leg of the Jackson radio range at approximately 1200 feet altitude.

3. At 1840 on 1 January 1949, New Orleans Air Route Traffic Control Center reported to Maxwell Flight Service Center that the Associated Press had advised them that the above mentioned object had been sighted 40 miles south of Jackson, Mississippi. This second report was evidently the same as the above because the reporting pilot was the same, i.e., Mr. Tom Rush. Maxwell Flight Service contacted Mr. Rush, who is preparing sketches of the object he reported. He also advised that he saw the object only once.

FOR THE COMMANDING OFFICER:

HAROLD E. SUMMERDOE
1st Lt., USAF
Adjutant

Copies furnished:
Chief of Staff, USAF
Washington 25, D. C.
ATTN: Director of Intelligence

Commander, Military Air Transport Service
Washington 25, D. C.
ATTN: Chief, Intelligence Division

Commanding Officer, Flight Service
Washington 25, D. C.
[redacted]

Reported to NY C.A. Gunpowder Opdus Sect Tech Intelligence Div @ 1030

Rec'd 2020 1 Jan 49

1949 JAN 2 03 22

U

RA13

DSA13

ACTION INFOR INFOR

MSNN

1949 JAN 2 AM 8:1

PLS GIVE UEDC SOME BELLS AND HAVE THE OPR THERE LOOK AT THIS MESG SO THAT IT CAN BE HANDLED QUICKLY

SO-5

PP UEDC

FFM JES 1/MAXWELL FLT SVC CNTR MONTGOMERY ALA 020230Z

TO UEDC/CG AMC WRIGHT-PATTERSON AFB OHIO ATTN MCIAXO-3

INFO JEZC/HQ FLT SVC WASH DC ATTN A-2

AF GRNC

MFSC 1-1

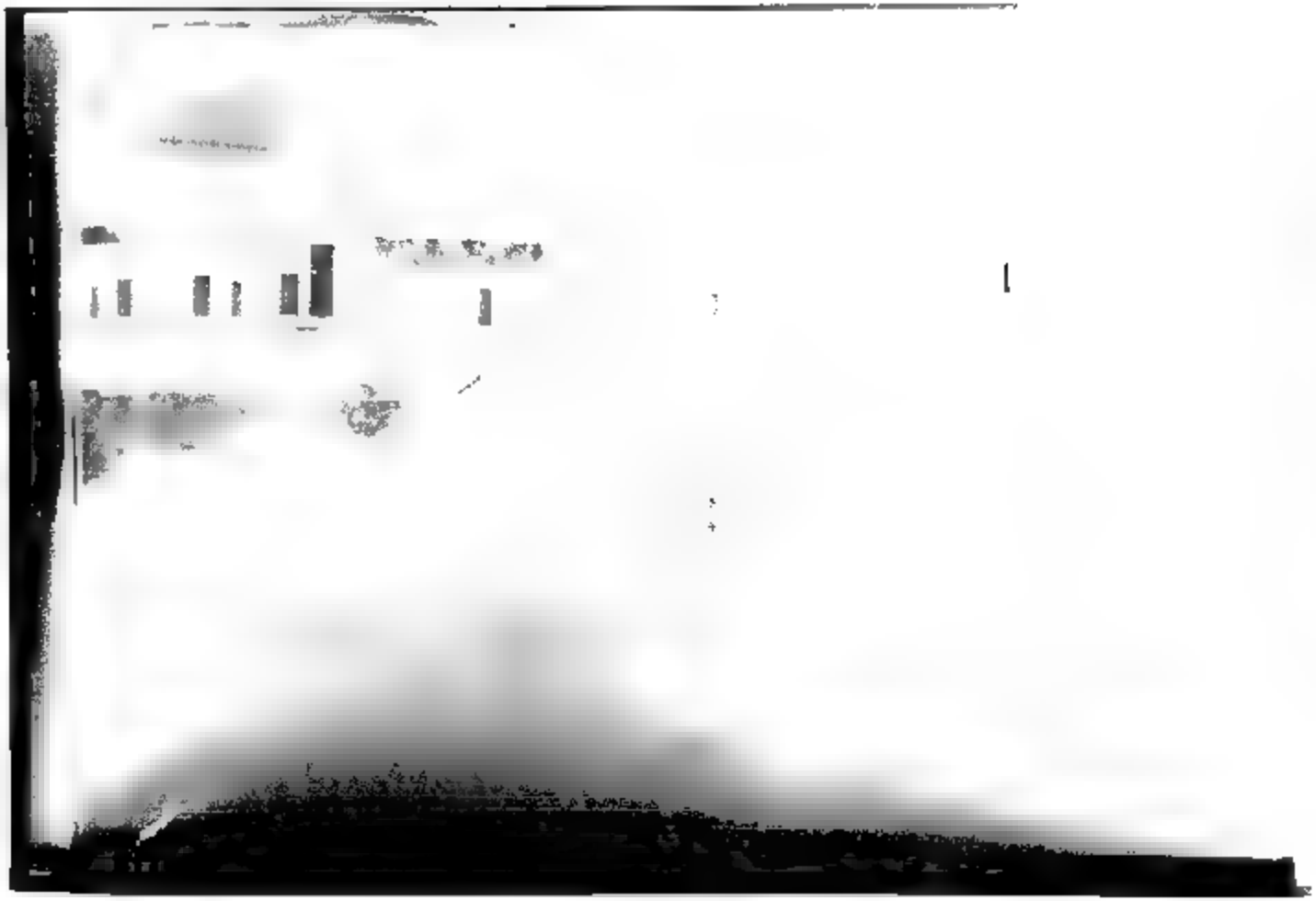
UNIDENTIFIED FLYING OBJECT REPORTED 2 MI EAST OF JACKSON MISS AT 1700C 1 JAN 1949. WEATHER CLEAR AND VISIBILITY UNRESTRICTED. REPORTED BY TOM RUSH 402 MITCHELL AVE. JACKSON MISS TELEPHONE 51064. ONE OBJECT SEEN APPROXIMATELY 60 FT LONG CIGAR SHAPE SHORT WINGS LOOKED LIKE ROCKET DARK BLUE OR BLACK IN COLOR TRAVELING AT VERY HIGH SPEED AT 1500 FT ALTITUDE. APPARENTLY VERY MANEUVERABLE MADE SOUND LIKE HELICOPTER NO EXHAUST TRAIL. HEADING SOUTHWEST LAST SEEN. OBJECT FIRST SEEN 2 MI EAST OF JACKSON MISS CMA TURNED ACROSS FRONT OF REPORTING CIVILIAN PILOT 2 MI NORTH JACKSON MISS. LAST SEEN FLYING TOWARD CITY OF JACKSON CMA MISS. OBJECT LATER REPORTED TO NEW ORLEANS CONTROL BY ASSOCIATED PRESS AS SEEN 40 MI SOUTH OF JACKSON MISS. SGD LOOMIS END

CFN 2 1700C 1 1949 402 51064 60 1500 2 2 40

02/0242Z JAN

INCIDENT NO 233

233



Determined to have been an accident in development of Negative.

AMC
Subject: Photographs of "Flying Saucer"

1st Ind MCIAMD-3/RWS/aw

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio

TO: AMC Engineering Liaison Officer, Air Material Command, NEPA Project, P. O. Box "X", Oak Ridge, Tennessee

1. The negatives forwarded with basic communication are returned herewith.

2. Analysis of the negatives revealed the following information:

a. When the negative, containing the sphere, is examined by strong incident light, it is noted that the emulsion is raised at that point above the normal level of the remaining emulsion. This indicates that either a drop of warm water or a drop of developer struck the film at this point and rolled down this negative and the succeeding negative.

b. To further substantiate this, it will be noted that when the two (2) negatives are placed side by side with the edges of the film aligned, the so-called "trail" is continuous, that is the two sections match, indicating the drop rolled on from one negative to the next.

c. Still further proof is shown on the fogged edge of the negative containing only the trail. This is proven by the fact that the trail extends beyond the normal format of the negative. In other words there is a trail of that section of the negative which was not exposed in the camera. This effect shows up in one negative and not in the other because the negative in question is fogged; therefore, this irregularity was developed.

d. Still further proof of these defects lies in the number of unevenly developed sections of the negative.

3. It is suggested that Mr Presley be advised of the nature of these images when the negatives are returned to him.

4. In view of the positive conclusions stated above it is recommended that this correspondence be declassified by the originator.

BY COMMAND OF GENERAL McNARNEY:

4 Incls:
1. Ltr dtd 12/16/48
2. Two negatives
3. Two photographs (four w/d)
4. w/d

M. S. GLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department

Return to MCIAMD-3 file showing date

CONFIDENTIAL

Incl 1 2 3 4

UNITED STATES
ATOMIC ENERGY COMMISSION

Oak Ridge, Tennessee
Dec 16, 1948

Maj Donald J. Grant, USAF
Contracting Officer
Air Materiel Command
Sub Office Fort Worth USAF PFO
Post Office Box "E"
Oak Ridge, Tennessee

Subject: PHOTOGRAPHS

Dear Sir:

In compliance with your recent request, there are enclosed eight photographs and two negatives received from Mr William Presley, 218 Illinois Avenue, Oak Ridge, Tennessee. Also enclosed are four enlarged copies of the photograph and four copies of the News-Sentinel news item published in a July 1947 issue.

Mr Presley, when interviewed, stated that he photographed the unknown object from his home during the month of July 1947. He stated further that he forwarded a copy of the photograph to the Knoxville News Sentinel, Knoxville, Tennessee, for publication. Presley said he did not believe a photograph of the object to be of any interest to Security; therefore, he did make prints of the photographs a few months later, at which time he presented a number of them to his friends. Presley promised to recover as many prints as possible and forward them to this office. He did mention, however, that he would like, if at all possible, to have the negatives returned to him when available.

All photographs, when made available by Presley, will beforwarded to your office.

If this office can be of any further assistance in this matter, please do not hesitate to call upon us.

Very truly yours,

G. J. Rathman, Chief
Investigation Section

Encl
16 Photographs & 2 Negatives

Rathman: sh

1. In reply to Paragraph 1, Comment No. 2, it is the opinion of this office that the inclosed negatives reveal the following information: When the negative, containing the sphere, is examined by strong incident light, it is noted that the emulsion is raised at that point above the normal level of the remaining emulsion. This indicates that either a drop of warm water or a drop of developer struck the film at this point and rolled down this negative and the succeeding negative.

2. To further substantiate this, it will be noted that when the two (2) negatives are placed side by side with the edges of the film aligned, the so called "trail" is continuous, that is the two sections match, indicating the drop rolled on from one negative to the next.

3. Still further proof is shown on the fogged edge of the negative containing only the trail. This is proven by the fact that the trail extends beyond the normal format of the negative. In other words there is a trail of that section of the negative which was not exposed in the camera. This effect shows up in one negative and not the other because the negative in question is fogged, therefore, this irregularity was developed.

4. Still further proof of these defects lies in the number of unevenly developed sections of the negative.

5. Conclusion: These negatives contain no information pertinent to Project "Sign".

Incl
a/c

LEWIS C. GUEF
Chief, Science Survey Office
Intelligence Department

LCG/ac
2-6149

Photographs of "flying material"

MCI MCNEP 26 Dec 48 1

Attn: Col H. M. McCOY

1. The inclosed material has been received from Colonel Gasser's office at Oak Ridge, Tennessee, and is forwarded to your office for your information and such action as you may deem advisable to have taken.

H. J. MINTY
Colonel, USAF
Chief, Power Plant Laboratory
Engineering Division

HJM/bhd
2-0216
18-A
A-107

1 Incl
ltr fr Col C. E. Gasser dtd
23 Dec 48 w/4 incls. as listed

MCIA MCI 30 Dec 48 2.

1. Reference to the attached photographs, it is requested that the negatives and copy of photographs be turned over to Mr Gust for his comments regarding their authenticity.

2. Action will be taken to acknowledge receipt of the material in question and to return the negatives after they have served their purpose.

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

JSH/dn
B-262
R-253
5-9210

Incident 234 file

MCIT MCIAIS 3 Jan 49 3.

ATTN: Mr Gust

1. Your attention is invited to para 1. comment 2, above.

2. Request that negatives and photographs be returned to this office with your comments.

Incl
n/c

[redacted]
Colonel, USAF
[redacted], Tech Intelligence Div
Intelligence Department

HMS/mr
6-5310
Bldg 285

234

CONFIDENTIAL

UNITED STATES AIR FORCE
AMC ENGINEERING LIAISON OFFICER
AIR MATERIEL COMMAND
XEPA Project, P. O. Box E
Oak Ridge, Tennessee

MCREOLS/CDG/jk

23 December 1948

SUBJECT: Photographs of "Flying Saucer"

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

ATTN: Engineering Division (MCREEP2)
Col R. L. Wassehl

1. Attached copy of a letter dated 16 December 1948, subject "Photographs", from the Office, Chief, Investigation Section, AEC, OSO, regarding the subject matter is forwarded herewith for your information and referral to appropriate higher Air Force authority, together with the following inclosures:

a. Two negatives and six photographs of an alleged "saucer" and its trail.

b. Photostatic copy of a news write-up re paragraph a. above, that appeared in the Knoxville, Tennessee News-Sentinel newspaper during the month of July 1947.

2. Your attention is invited to the statement made in the second paragraph of the attached copy of AEC letter, wherein return of referenced negatives is desired.

C. D. GASSER
Colonel, USAF
AMC Engineering Field Officer

Incls.
Ltr dtd 12/16/48
Two Negatives
Six Photographs
Photostat

CONFIDENTIAL

In Reply Refer To
SP: GJR

UNITED STATES
ATOMIC ENERGY COMMISSION

Oak Ridge, Tennessee

16 Dec 1948

Maj. Donald J. Grant, USAF
Contracting Officer
Air Material Command
Sub Office Fort Worth USAF, FFO
Post Office Box "E"
Oak Ridge, Tennessee

Subject: PHOTOGRAPHS

Dear Sir:

In compliance with your recent request, there are enclosed eight photographs and two negatives received from Mr William Presley, 218 Illinois Avenue, Oak Ridge, Tennessee. Also enclosed are four enlarged copies of the photograph and four copies of the News-Sentinel news item published in a July 1947 issue.

Mr. Presley, when interviewed, stated that he photographed the unknown object from his home during the month of July 1947. He stated further that he forwarded a copy of the photograph to the Knoxville News-Sentinel, Knoxville, Tennessee, for publication. Presley said he did not believe a photograph of the object to be of any interest to Security; therefore, he did make prints of the photograph a few months later, at which time he presented a number of them to his friends. Presley promised to recover as many prints as possible and forward them to this office. He did mention, however, that he would like, if at all possible, to have the negatives returned to him when available.

All photographs, when made available by Presley, will be forwarded to your office.

If this office can be of any further assistance inthis matter, please do not hesitate to call upon us.

Very truly yours,

G. J. Rathman, Chief
Investigation Section

Encl.
16 Photographs & 2 Negatives

Rathman: ml

CONFIDENTIAL

#34

INCIDENT NO. 235

1. Date of Observation _____ Date of Interview _____
2. Exact time (local) 1500-1600 EST
3. Place of Observation Indiana County, Pa.
4. Position of observer Ground
5. What attracted attention to object [illegible]
6. Number of objects 1
7. Apparent size
8. Color of object
9. Shape football-shaped
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object [illegible]
14. Time in sight
15. Speed Slower than a plane
16. Sound and [illegible] No sound heard
17. Trail
18. Luminosity Reflected light - it made object have the appearance of a light
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on clouds
23. Additional information concerning object Traveled against the wind
24. Weather conditions Sunlight

(over)

Incident: 235

Name and addre s of observer: Mrs Jessie J. Colgan
Kidston, Pennsylvania

Occupation and hobbies: N/S

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE OF ACT: Mrs Colgan and a companion observed a football-shaped object traveling thru the sky against the wind. The sun appeared to be reflecting against the object making it have the appearance of a light. They were unable to hear any noise of a motor. The speed was much slower than that of a plane. Time was between 3:00 and 4:00 in the afternoon.

12-161

B/L fm Dept. of Interior, dtd 14 Dec 48, subj: Request for Information on object seen in the air.

AFOIR-CO-14 (L-12-123) 2nd Ind. 30 DEC 1948

Dept. of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio

1 Incl:
n/c

11 30

5 35

SPR

SUBJECT: Request for information concerning an object seen in the air.

AGAO-CY 1st Ind PRW:rnl/1D-860

AGO, DEPARTMENT OF THE ARMY, Washington 25, D. C., 20 December 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

As a matter pertaining to your headquarters. Writer of basic communication has been informed of this reference.

EDWARD F. WITSELL
Major General
The Adjutant General

1 Incl:
Cy reply dtd 14 Dec 48 fm
US Dept of the Interior

UNITED STATES
DEPARTMENT OF THE INTERIOR
[redacted]
WASHINGTON

aso a0-7

Mrs. Jessie J. Colgan,

Elderton, Pennsylvania.

DEC 14 1948

Dear Mrs. Colgan:

Your letter of December 8 requesting information on an object you saw in the air will be referred to the War Department.

Very truly yours,

(sgd) Floyd E. Dotson

Chief Clerk.

Copy and Mrs. Colgan's letter to War Department.

Lewis

Dec. 5, 1948
Elderton, Pa.

Dept. of the Interior
Washington, D. C.
Dear Sir:

I wish an explanation concerning an unusual sight I saw while hunting in Indiana County, Pennsylvania. A companion and I saw a foot ball shaped object traveling through the sky, against the wind. We were not able to hear any noise of a motor The sun appeared to be reflecting against the object making it have the appearana of a light It was in the afternoon between thru and four oclock. The speed was much slower than an airplane.

If you could give me an explanation I would appreciate

it very much.

Sincerely,
(Mrs.) Jessie J. Colgan

LEGLET NO. 236

1. Date of Observation 4 Jan 1949 Date of Interview _____

2. Exact time (local) 1407 - 1435 local time

3. Place of Observation 25 miles due east of Hickam Field, Hawaii

4. Position of observer Ground

5. What attracted attention to object It -

6. Number of objects 1

7. Apparent size That of AT-6

8. Color of object White on underside; top a dark unreflecting surface

9. Shape Disc - appeared to be round piece of flat white cardboard

10. Altitude 3,000 feet

11. Direction from observer

12. Distance from observer

13. Direction of flight of object 25° (N. NE)

14. Time in sight 28 minutes

15. Speed 85 MPH

16. Sound and odor None noted

17. Trail None noted

18. Luminosity Blinking, appeared to blink on and off with decided regularity - rhythmical cycle was completed approx once a second

19. Projections

20. Maneuvers Oscillated continually while circling area making right & left circles; continually gaining altitude, increased speed & angle of climb.

21. Manner of disappearance Climbed on 25° course and disappeared 40-50 miles f/Hickam

22. Effect on clouds N/S

23. Additional information concerning object Appeared to have restricted maneuverability but appeared under absolute control at all times.

24. Weather conditions Scattered clouds at 3500 feet; visibility 20 miles

(over)

Incident: 296

Name and address of observer: Capt Paul R. Stoney, USAF, 1610th AACS Sq Hickam Field

Occupation and hobbies: Assistant S-3 Officer, 1610th AACS Sq, Twin Engine [redacted]

Comments of Interrogator relative to intelligence and character of observer(s): Officer is extremely cool and level-headed person who is not given to such statements or using poor judgment.

[redacted] An unidentified object was sighted by Capt Stoney approximately 25 miles due east of Hickam. It appeared similar to a large round piece of flat white cardboard, oscillating continually. In size it approximated an AF-6. The object seemed white on the underside while the topside portion seemed to have a dark non-reflecting surface. Speed was estimated as 85 MPH. The object circled the area making right circles and left circles at approximately 3,000 ft, continually gaining altitude and then suddenly departed, still climbing on a straight course of 25° magnetic. Object appeared to have limited maneuverability and seemed to be under absolute control at all times. Definite gyrations were executed and the turns were extremely wide and decisive. No audible sound emanated from the object. No exhaust trail was visible. Capt Stoney was much impressed by the brilliance of the whiteness of the underside of the object. Prior to its disappearance at a distance of 40 to 50 miles from Hickam Field, it still seemed to give off a blinking whitish reflection. According to the witness, this blinking seemed to go on and off with decided regularity. At all times and during the departure of the object the undulation was extremely rhythmical and this rhythmical cycle was completed approximately once every second. When object ultimately departed on a straight course, it appeared to increase speed and to increase the angle of climb so that the angle of climb approximated 25°. Capt Stoney stated that it was extremely difficult to approximate rate of speed during departure due to the distance involved and the intermittency of the reflection. Capt Stoney reported the presence of a C-54 type aircraft in the vicinity of Hickam Field at the time of the initial sighting of the object, and he stated that he was almost convinced that the object was released from or by this C-54 [redacted].

SECRET

BASIC: Ltr frm 1810 AACS Gp, 8 Jan 49, subj: "Sighting of "Flying Disc"'

AACS 350.09 1st Ind Cl/dms

Hq 1808TH AACS WING, APO 925, c/o PM, San Francisco, California, 17 January 1949

TO: Commanding General, Airways & Air Communications Service, Washington 25, D.C., Attn: A/C of S, A-2

This written report confirms information contained in Priority radio, DTG 050330Z Jan, of the 1810th AACS Group.

FOR THE COMMANDING OFFICER:

Elton D. Vaughan

ELTON D. VAUGHAN
Major, SIG C (USAF)
A/C of S, A-2

AACS 350.09 (8 Jan 49) 2d Ind 3 FEB 49
SUBJECT: Sighting of "Flying Discs"

Hq Airways and Air Communications Service, Washington 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio, ATTENTION: MCIAEO-3

1. Foregoing correspondence is forwarded in compliance with Hq USAF Letter, subject: "Reporting of Information on 'Flying Discs,'" dated 26 February 1948, as amended by Hq USAF Letter, same subject, dated 26 February 1948.

2. The attention of the 1808th AACS Wing has been invited to the above-referenced Hq USAF Letters, with particular emphasis on the correct routing of information pertaining to the sighting of "Flying Discs."

FOR THE COMMANDING GENERAL:

Ernest S. Moon

ERNEST S. MOON
Colonel, USAF
Assistant Chief of Staff
Intelligence & Security

Number 236 Reg 3110

SECRET S-12951

11231

SECRET

AIRWAYS AND AIR COMMUNICATIONS SERVICE
HEADQUARTERS, 1810TH AACS GROUP
APO 953, % P.M., SAN FRANCISCO, CALIFORNIA

O-1/bc

AACS 350.09 — 8 January 1949

SUBJECT: Sighting of "Flying Disc"

THRU: Commanding Officer
1505th AACS Wing
APO 925, c/o PM
San Francisco, California

ATTN: A-2

TO: Commanding General
Air Material Command
Wright Patterson AFB
Dayton, Ohio

ATTN: MCIAED-3

1. In compliance with directives received from higher headquarters, forwarded herewith is complete information as received from a witness who viewed an object presumed to be a "flying disc" over Hickam Field. This object was first seen by Capt. Paul R. Stoney, AO 36278, on 4 January 1949 at 1407 local time and went out of sight at approximately 1435 local time. The object was first sighted by Capt. Stoney when it was approximately 25 miles due east of Hickam. There were scattered clouds at 3500 feet (base) and the visibility at the time was approximately 20 miles plus. Capt. Stoney is the Assistant S-3 Officer of the 1510th AACS Group located at Hickam Field, T. H., and is also a twin-engine pilot. No photographs are available due to the fact that Capt. Stoney was not in possession of a camera at the time and had no idea that he would have sufficient time to procure one. In the words of Capt. Stoney, the object appeared to be a large round piece of flat white cardboard, oscillating continually. The object sighted was the only one seen and appeared to approximate the size of an AT-6. Capt. Stoney stated that the object seemed to be extremely white on the underside, while the topside portion of the object seemed to have a dark, non-reflecting surface. The speed of the object was approximated at 55 miles per hour. Capt. Stoney further stated that the object circled the area, making right circles and left circles at approximately

SECRET

A0931

AAGB 350.09
Subject: Sighting of "Flying Disc" 8 January 1949

3000 feet, continually gaining altitude and then suddenly departed, still climbing on a straight course of 25 degrees magnetic. It is the opinion of the witness that the object had limited maneuverability, and that no audible sound emanated from the object. There was no exhaust trail visible.

2. The witness was much impressed by the brilliance of the whiteness of the underside of the object and stated that prior to the disappearance of the object at a distance of 40 to 50 miles from Hickam Field, the object still seemed to give off a blinking whitish reflection and, according to the witness, this blinking seemed to go on and off with decided regularity.

3. Capt. Stoney reported the presence of a C-54 type aircraft in the vicinity of Hickam Field at the time of the initial sighting of the object, and he stated that he was almost convinced that this object was released from or by this C-54 aircraft.

4. Capt. Stoney reported that, at all times and during the departure of the object, the undulation of the object was extremely rhythmical and that this rhythmical cycle was completed approximately once every second.

5. When object ultimately departed on a straight course, it appeared to increase speed and also to increase the angle of climb so that the angle of climb approximated 25 degrees. Witness stated that it was extremely difficult to approximate the rate of speed during departure due to the distance involved and the intermittency of the reflection. Witness stated that it was his opinion that this object was under absolute control at all times and that definite gyrations were being executed. The turns were extremely wide and decisive.

6. The opinion of Capt. Stoney on this subject is considered to be worthy of consideration as this officer is an extremely cool and level-headed person, who is not given to the making of rash statements or using poor judgment.

7. In the event that further information is desired by your headquarters concerning the object as reported, this headquarters will be ready to cooperate in every way possible.

FOR THE COMMANDING OFFICER:

GEORGE H. MURRAY
Captain, USAF
Security & Intelligence Officer

A2931

CLASSIFIED MESSAGE

SECRET

INCOMING MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

55

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

236

This copy will be safeguarded with the greatest care until operations completed at which time it will be prepared for destruction in accordance with Section V Hq. Office Instruction No 1 2

MCAG Form No 228 (Rev 25 Oct 48)

WF-L 16 NOV 48 10M

CLASSIFIED MESSAGE

SECRET

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

SECRET

INCOMING MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

Incident: 236 - [redacted]

Incident 037 - Paris, Kentucky

[illegible] 237

[illegible] 16 Jan 49 [illegible] 18 Jan 49

[illegible] 4:30 P. M.

[illegible] Bourbon County, Ky

[illegible] ground

[illegible]

[illegible] 1

[illegible] Larger than comet

[illegible] silver to golden

ball

[illegible]

fiery-colored smoke trail which was visible several minutes

"brilliant shaft of light"

[illegible] Newspaper clipping shows photograph of the object and its trail

Date [illegible] Incident: 237

[illegible] of [illegible]: Mr & Mrs Paul Brannon

[illegible] ies: Mr Paul Brannon is an editor

[illegible] of Interest [illegible] [illegible]: Informant has a local reputation as a "publicity hound"

[illegible]:

An unexplained moving object trailing a bright light across the sky was sighted near here today by Paul Brannon, Paris newspaper publisher. Brannon and his wife observed a ball-shaped object "literally opening up a path across the heavens". Object was sighted between Paris and North Middletown. At first the object had a silver color but took on a golden one from the sun's rays. "It looked almost like another planet", he said. "I've seen meteors and Halley's Comet, but it wasn't as small as those. This thing was a brilliant shaft of light that you couldn't help but see..." Brannon said it was visible at least 15 minutes. A picture was taken by Mrs Brannon a few minutes after they first observed the object streaking out from behind a small cloud.

Possible Explanation by CIC Agent CHARLES J. FLETCHER, 109 CIC Detachment & gleaned from various newspaper clippings

Mr Stewert Haggard, Jr, brother of CIC Agent J. D. Haggard, 109th CIC Det, was interviewed on 18 Jan 49 and stated that he, too, had seen the "thing in the sky" as outlined in the news story. He stated that it was unquestionably a very high flying aircraft with concomitant vapor trail.

W. V. Saunders who lives 8 miles from Lexington on the Richmond Road stated that he saw a small plane emitting smoke going toward Winchester about 4:30 P. M., 16 Jan 49. He said the fiery-colored smoke trail remained visible several minutes.

W. H. Bomar, 3000 S. 3rd St., said he was returning to Louisville on State Highway, 169 between Richmond & Nicholasville when he first observed the plane flying at a high altitude. He thought that it was a sky-writing airplane trailing smoke.

[illegible] SECRET/

[illegible] CLASS: SECRET

[illegible] OF RESULTS OF INVESTIGATION AND

[illegible] CONCERNING UNEXPLAINED MOVING OB-

[illegible] BY ASSOCIATED PRESS FROM PARIS

[illegible], AS SUBMITTED 10-5, SIGNED AT BASE

[illegible] PARIS KENTUCKY NEWSPAPER

[illegible].

[illegible] ITEM/SECRET/

237

Amc
Via Mr. Kilwell

CONFIDENTIAL

Headquarters Second Army
Fort Geo. G. Meade, Md.

539695

AIAER-E-67135

24 January 1949

1R
11

SUBJECT: Unconventional Aircraft

TO: Director of Intelligence
General Staff, U. S. Army
Washington 25, D. C.

ATTN: Chief, Intelligence Group

1. Reference is made to Department of the Army letter CSGID 452.1, dated 1 November 1948, subject as above.

2. Inclosed herewith is an agent's report, together with a newspaper clipping regarding an unexplained moving object in the sky above Bourbon County, Kentucky, which is being forwarded for your information and any action deemed necessary.

FOR THE AC OF S, G-2:

2 Incls.
1. Agent's Report
2. Clipping

R. D. ALBRO
Lt Col, GSC
Actg Dir, SI Intell Div

INCIDENT N 237

237

CONFIDENTIAL

AT 6692

AF 39695

On 18 January 1949, Mr. Paul Brannon, Editor, Paris and Carlisle, Kentucky News Papers, Carlisle, Ky., was interviewed and stated substantially the same as the attached news story.

AGENTS NOTE:
Informant has a local reputation as a "publicity hound"

On 18 January 1949, Mr. Stewart Haggard jr., brother of Agent J.D. Haggard, 109th. CIC Det., Was interviewed and stated in substance: I saw the "thing in the sky" as outlined in theattached news story and it was unquestionably a very high flying air craft with concomitant vapor trail.

Traffic Toll

(City of Lexington)

Yesterday	Deaths	0	Injuries 1
1949 To Date	Deaths	0	Injuries 18
Same Date 1948	Deaths	11	Injuries 4

(Outside City Limits)

Yesterday	Deaths	0	Injuries 0
1949 To Date	Deaths	0	Injuries 0
Same Date 1948	Deaths	2	Injuries 13

THE LEXING

Twelve Pages Today — Lexington, Ky., Tuesday

'THING IN SKY' SHOWS UP IN PHOTOGRAPH—The "thing in the sky" that Mr. and Mrs. Paul Brannon of Paris and others saw Sunday afternoon over Bourbon county is shown here in a snapshot. The picture was taken by Mrs. Brannon a few minutes after they first observed the object streaking out from behind the small cloud at the right. W. V. Saunders, who lives eight miles from Lexington on the Richmond road, said yesterday he saw a small plane, emitting smoke, going toward Winchester about 4:30 p.m. Sunday. He said the fiery-colored smoke trail remained visible several minutes. The Brannons, however, said it didn't look like a plane and they couldn't hear it. (The two parallel dark lines in lower part of picture are telephone wires.)

Charles J. Fletcher by H.T.M.
CHARLES J. FLETCHER, Special Agent, 109th CIC Detachment, Lexington, Ky. Sub-Office

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Traffic Toll

(City of Lexington)

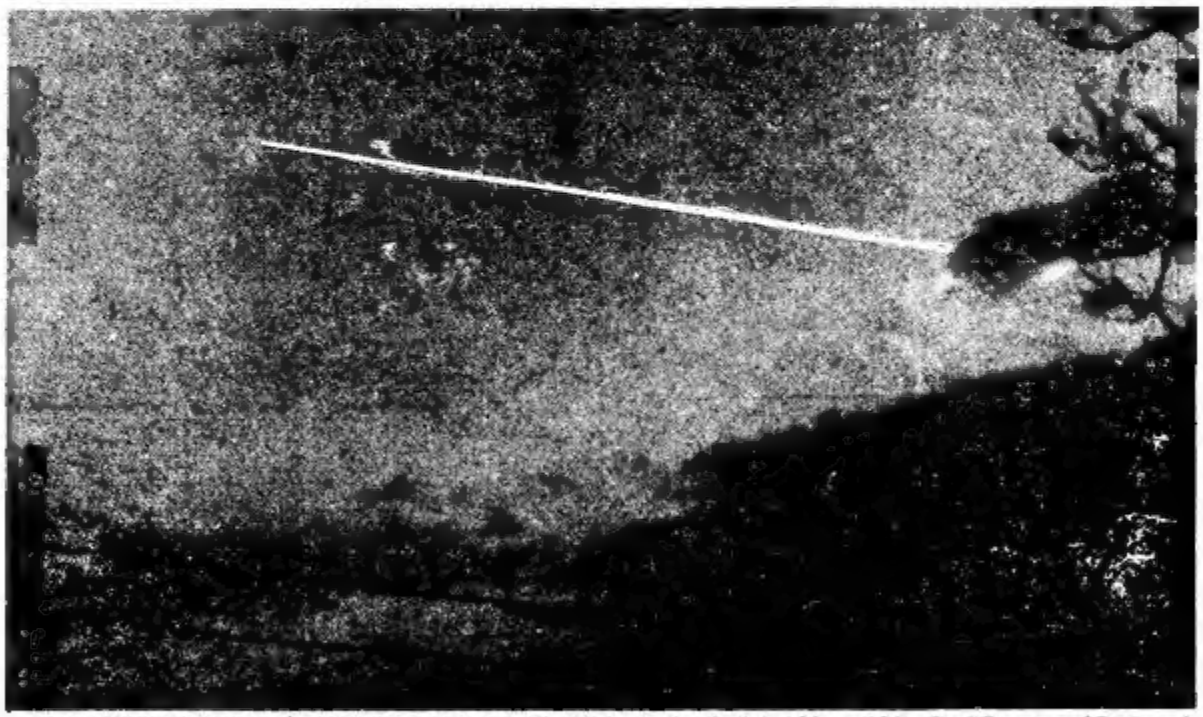
Yesterday	Deaths 0;	Injuries 1
1949 To Date	Deaths 0;	Injuries 13
Same Date 1948	Deaths 1;	Injuries 4

(Outside City Limits)

Yesterday	Deaths 0;	Injuries 0
1949 To Date	Deaths 0;	Injuries 5
Same Date 1948	Deaths 2;	Injuries 12

THE LEXING

Twelve Pages Today — Lexington, Ky., Tuesday



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